

# NACOmatic

Effective: 23-Sep-2010

Expires: 21-Oct-2010



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|              |   |     |     |   |     |
|--------------|---|-----|-----|---|-----|
| SC Min Alt#2 | - | 5   | RBW | - | 335 |
| SC Min Rdr#2 | - | 10  | SMS | - | 316 |
| SC Min TO#2  | - | 17  | SPA | - | 304 |
| 35A          | - | 333 | SSC | - | 321 |
| 51J          | - | 218 | UDG | - | 146 |
| 5J9          | - | 232 | UZA | - | 287 |
| 6J0          | - | 278 | XNO | - | 268 |
| 6J2          | - | 309 |     |   |     |
| 6J4          | - | 301 |     |   |     |
| 88J          | - | 46  |     |   |     |
| AIK          | - | 34  |     |   |     |
| AND          | - | 50  |     |   |     |
| ARW          | - | 62  |     |   |     |
| BBP          | - | 79  |     |   |     |
| BNL          | - | 59  |     |   |     |
| CAE          | - | 126 |     |   |     |
| CDN          | - | 84  |     |   |     |
| CEU          | - | 122 |     |   |     |
| CHS          | - | 88  |     |   |     |
| CKI          | - | 215 |     |   |     |
| CQW          | - | 110 |     |   |     |
| CRE          | - | 261 |     |   |     |
| CUB          | - | 138 |     |   |     |
| DCM          | - | 114 |     |   |     |
| DLC          | - | 151 |     |   |     |
| DYB          | - | 312 |     |   |     |
| EOE          | - | 257 |     |   |     |
| FDW          | - | 342 |     |   |     |
| FLO          | - | 162 |     |   |     |
| GGE          | - | 170 |     |   |     |
| GMU          | - | 173 |     |   |     |
| GRD          | - | 190 |     |   |     |
| GSP          | - | 194 |     |   |     |
| GYH          | - | 182 |     |   |     |
| HVS          | - | 204 |     |   |     |
| HXD          | - | 209 |     |   |     |
| HYW          | - | 141 |     |   |     |
| JZI          | - | 104 |     |   |     |
| LKR          | - | 221 |     |   |     |
| LQK          | - | 280 |     |   |     |
| LRO          | - | 246 |     |   |     |
| LUX          | - | 230 |     |   |     |
| MAO          | - | 238 |     |   |     |
| MKS          | - | 242 |     |   |     |
| MMT          | - | 154 |     |   |     |
| MNI          | - | 235 |     |   |     |
| MYR          | - | 250 |     |   |     |
| NBC          | - | 65  |     |   |     |
| OGB          | - | 271 |     |   |     |
| PHH          | - | 57  |     |   |     |
| PYG          | - | 276 |     |   |     |

|                         |       |     |             |       |            |       |     |   |     |
|-------------------------|-------|-----|-------------|-------|------------|-------|-----|---|-----|
| SC Mins - Alternates #2 | -     | 5   | ST. GEORGE  | ..... | 6J2        | -     | 309 |   |     |
| SC Mins - Radar #2      | -     | 10  | SUMMERVILLE | ..... | DYB        | -     | 312 |   |     |
| SC Mins - Take-Off #2   | -     | 17  | SUMTER      | ..... | SMS        | -     | 316 |   |     |
| AIKEN                   | ..... | AIK | -           | 34    | SUMTER     | ..... | SSC | - | 321 |
| ALLENDALE               | ..... | 88J | -           | 46    | UNION      | ..... | 35A | - | 333 |
| ANDERSON                | ..... | AND | -           | 50    | WALTERBORO | ..... | RBW | - | 335 |
| ANDREWS                 | ..... | PHH | -           | 57    | WINNSBORO  | ..... | FDW | - | 342 |
| BARNWELL                | ..... | BNL | -           | 59    |            |       |     |   |     |
| BEAUFORT                | ..... | ARW | -           | 62    |            |       |     |   |     |
| BEAUFORT                | ..... | NBC | -           | 65    |            |       |     |   |     |
| BENNETTSVILLE           | ..... | BBP | -           | 79    |            |       |     |   |     |
| CAMDEN                  | ..... | CDN | -           | 84    |            |       |     |   |     |
| CHARLESTON              | ..... | CHS | -           | 88    |            |       |     |   |     |
| CHARLESTON              | ..... | JZI | -           | 104   |            |       |     |   |     |
| CHERAW                  | ..... | CQW | -           | 110   |            |       |     |   |     |
| CHESTER                 | ..... | DCM | -           | 114   |            |       |     |   |     |
| CLEMSON                 | ..... | CEU | -           | 122   |            |       |     |   |     |
| COLUMBIA                | ..... | CAE | -           | 126   |            |       |     |   |     |
| COLUMBIA                | ..... | CUB | -           | 138   |            |       |     |   |     |
| CONWAY                  | ..... | HYW | -           | 141   |            |       |     |   |     |
| DARLINGTON              | ..... | UDG | -           | 146   |            |       |     |   |     |
| DILLON                  | ..... | DLC | -           | 151   |            |       |     |   |     |
| EASTOVER                | ..... | MMT | -           | 154   |            |       |     |   |     |
| FLORENCE                | ..... | FLO | -           | 162   |            |       |     |   |     |
| GEORGETOWN              | ..... | GGE | -           | 170   |            |       |     |   |     |
| GREENVILLE              | ..... | GMU | -           | 173   |            |       |     |   |     |
| GREENVILLE              | ..... | GYH | -           | 182   |            |       |     |   |     |
| GREENWOOD               | ..... | GRD | -           | 190   |            |       |     |   |     |
| GREER                   | ..... | GSP | -           | 194   |            |       |     |   |     |
| HARTSVILLE              | ..... | HVS | -           | 204   |            |       |     |   |     |
| HILTON HEAD ISLAND      | ..... | HXD | -           | 209   |            |       |     |   |     |
| KINGSTREE               | ..... | CKI | -           | 215   |            |       |     |   |     |
| LAKE CITY               | ..... | 51J | -           | 218   |            |       |     |   |     |
| LANCASTER               | ..... | LKR | -           | 221   |            |       |     |   |     |
| LAURENS                 | ..... | LUX | -           | 230   |            |       |     |   |     |
| LORIS                   | ..... | 5J9 | -           | 232   |            |       |     |   |     |
| MANNING                 | ..... | MNI | -           | 235   |            |       |     |   |     |
| MARION                  | ..... | MAO | -           | 238   |            |       |     |   |     |
| MONCKS CORNER           | ..... | MKS | -           | 242   |            |       |     |   |     |
| MOUNT PLEASANT          | ..... | LRO | -           | 246   |            |       |     |   |     |
| MYRTLE BEACH            | ..... | MYR | -           | 250   |            |       |     |   |     |
| NEWBERRY                | ..... | EOE | -           | 257   |            |       |     |   |     |
| NORTH                   | ..... | XNO | -           | 268   |            |       |     |   |     |
| NORTH MYRTLE BEACH      | ..... | CRE | -           | 261   |            |       |     |   |     |
| ORANGEBURG              | ..... | OGB | -           | 271   |            |       |     |   |     |
| PAGELAND                | ..... | PYG | -           | 276   |            |       |     |   |     |
| PELION                  | ..... | 6J0 | -           | 278   |            |       |     |   |     |
| PICKENS                 | ..... | LQK | -           | 280   |            |       |     |   |     |
| ROCK HILL               | ..... | UZA | -           | 287   |            |       |     |   |     |
| SALUDA                  | ..... | 6J4 | -           | 301   |            |       |     |   |     |
| SPARTANBURG             | ..... | SPA | -           | 304   |            |       |     |   |     |

INSTRUMENT APPROACH PROCEDURE CHARTS



**IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

**NAME ALTERNATE MINIMUMS**

**ALBEMARLE, NC**

STANLY COUNTY ..... ILS or LOC Rwy 22L<sup>12</sup>  
NDB Rwy 22L<sup>1</sup>  
RNAV (GPS) Rwy 4R  
RNAV (GPS) Rwy 22L

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A, B, C, D, 700-2.

**ANDERSON, SC**

ANDERSON RGNL ..... ILS or LOC Rwy 5  
RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 23  
RNAV (GPS) Rwy 35  
VOR Rwy 5

NA when local weather not available.

**ASHEVILLE, NC**

ASHEVILLE RGNL ..... ILS or LOC Rwy 16<sup>12</sup>  
ILS or LOC Rwy 34<sup>12</sup>  
RNAV (GPS) Rwy 16<sup>34</sup>  
RNAV (GPS) Rwy 34<sup>35</sup>  
RADAR-1, 900-2<sup>34</sup><sup>1</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A,B,C, 800-2; Category D, 800-2<sup>1</sup>. LOC, Category D, 800-2<sup>1</sup>.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Categories A,B, 900-2; Category C, 900-2<sup>1</sup>; Category D, 900-2<sup>1</sup>.

<sup>5</sup>Categories A,B, 1000-2, Categories C, D, 1000-3.

**BARNWELL, SC**

BARNWELL RGNL ..... RNAV (GPS) Rwy 17  
NA when local weather not available.

**BEAUFORT, NC**

MICHAEL J.  
SMITH FIELD ..... LOC Rwy 26  
RNAV (GPS) Rwy 21  
RNAV (GPS) Rwy 26

NA when local weather not available.

**NAME ALTERNATE MINIMUMS**

**BEAUFORT, SC**

BEAUFORT COUNTY ..... RNAV (GPS) Rwy 7  
RNAV (GPS) Rwy 25  
NA when local weather not available.

**BENNETTSVILLE, SC**

MARLBORO COUNTY JETPORT-  
H E AVENT FIELD.. ..... RNAV (GPS) Rwy 7  
RNAV (GPS) Rwy 25  
VOR/DME-A

NA when local weather not available.

**BURLINGTON, NC**

BURLINGTON-ALAMANCE  
RGNL ..... RNAV (GPS) Rwy 6  
NA when local weather not available.  
Category D, 800-2<sup>1</sup>.

**CHARLESTON, SC**

CHARLESTON AFB/INTL .. ILS or LOC Rwy 15<sup>1</sup>  
ILS or LOC/DME Rwy 33<sup>1</sup>  
RNAV (GPS) Rwy 3<sup>2</sup>  
RNAV (GPS) Rwy 15<sup>2</sup>  
RNAV (GPS) Rwy 21<sup>2</sup>  
RNAV (GPS) Rwy 33<sup>2</sup>  
VOR/DME or TACAN Rwy 3<sup>3</sup>  
VOR/DME or TACAN Rwy 21<sup>3</sup>

<sup>1</sup>ILS, Category E, 700-2<sup>1</sup>. LOC, Category E, 800-2<sup>1</sup>.

<sup>2</sup>Category E, 800-2<sup>1</sup>.

<sup>3</sup>Category E, NA.

**CHARLESTON**

EXECUTIVE..... ILS or LOC Rwy 9  
RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27  
VOR-A

NA when local weather not available.

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NAME ALTERNATE MINIMUMS  
**CHARLOTTE, NC**  
 CHARLOTTE/DOUGLAS  
 INTL ..... ILS or LOC Rwy 23  
 ILS, Categories A, B, C, D, 700-2.

**CHESTER, SC**  
 CHESTER  
 CATAWBA RGNL.. NDB Rwy 35<sup>1</sup>  
 RNAV (GPS) Rwy 17  
 RNAV (GPS) Rwy 35  
 NA when local weather not available.  
<sup>1</sup>Category D, 800-2½.

**CLEMSON, SC**  
 OCONEE COUNTY RGNL.. RNAV (GPS) Rwy 7  
 RNAV (GPS) Rwy 25  
 NA when local weather not available.

**CLINTON, NC**  
 CLINTON-  
 SAMPSON COUNTY.. RNAV (GPS) Rwy 6  
 RNAV (GPS) Rwy 24  
 VOR/DME-A  
 NA when local weather not available.

**COLUMBIA, SC**  
 COLUMBIA  
 METROPOLITAN ..... ILS or LOC Rwy 5<sup>1</sup>  
 ILS or LOC Rwy 11<sup>2</sup>  
 ILS or LOC Rwy 29<sup>2</sup>  
<sup>1</sup>ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C 800-2½; Category D, 800-2½.  
<sup>2</sup>ILS, Categories C, D, 700-2.

**CONCORD, NC**  
 CONCORD RGNL ..... ILS or LOC Rwy 20<sup>1</sup>  
 RNAV (GPS) Rwy 22  
 RNAV (GPS) Rwy 20<sup>2</sup>  
 Category D, 800-2½.  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>NA when local weather not available.

**CURRITUCK, NC**  
 CURRITUCK  
 COUNTY RGNL ..... RNAV (GPS) Rwy 5  
 RNAV (GPS) Rwy 23  
 NA when local weather not available.

**DARLINGTON, SC**  
 DARLINGTON COUNTY  
 JETPORT ..... RNAV (GPS) Rwy 5  
 RNAV (GPS) Rwy 23  
 VOR/DME-A  
 NA when local weather not available.

M2

NAME ALTERNATE MINIMUMS  
**EDENTON, NC**  
 NORTHEASTERN RGNL ..... LOC Rwy 19  
 RNAV (GPS) Rwy 1  
 RNAV (GPS) Rwy 19  
 NA when local weather not available.

**ELIZABETH CITY, NC**  
 ELIZABETH CITY  
 CG AIR STATION/RGNL . ILS or LOC Rwy 10<sup>12</sup>  
 RNAV (GPS) Rwy 10  
 NA when local weather not available.  
<sup>1</sup>ILS, Category D 700-2.  
<sup>2</sup>ILS,LOC,NA when control tower closed.

**ELIZABETHTOWN, NC**  
 CARL L  
 BROWN JR FIELD ..... RNAV (GPS) Rwy 15  
 RNAV (GPS) Rwy 33  
 VOR/DME Rwy 15  
 NA when local weather not available.

**ERWIN, NC**  
 HARNETT  
 RGNL JETPORT ..... LOC/DME Rwy 5  
 RNAV (GPS) Rwy 5  
 RNAV (GPS) Rwy 23  
 NA when local weather not available.

**FAYETTEVILLE, NC**  
 FAYETTEVILLE RGNL/  
 GRANNIS FIELD ..... LOC BC Rwy 22<sup>1</sup>  
 RNAV (GPS) Rwy 4  
 RNAV (GPS) Rwy 22  
 VOR Rwy 22  
 NA when local weather not available.  
<sup>1</sup>NA when control tower closed.

**FLORENCE, SC**  
 FLORENCE RGNL ..... ILS or LOC Rwy 9<sup>12</sup>  
 RNAV (GPS) Rwy 1  
 RNAV (GPS) Rwy 9  
 RNAV (GPS) Rwy 19  
 RNAV (GPS) Rwy 27  
 VOR or TACAN-A  
 NA when local weather not available.  
<sup>1</sup>ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.  
<sup>2</sup>NA when control tower closed.

**FRANKLIN, NC**  
 MACON COUNTY ..... RNAV (GPS)-A  
 NA when local weather not available.  
 Categories A, B, 1600-2; Category C, 1800-3.

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NAME ALTERNATE MINIMUMS  
**GASTONIA, NC**  
 GASTONIA MUNI ..... RNAV (GPS) Rwy 21  
 NA when local weather not available.

**GEORGETOWN, SC**  
 GEORGETOWN  
 COUNTY ..... RNAV (GPS) Rwy 23  
 NA when local weather not available.  
 Category D, 800-2½.

**GOLDSBORO, NC**  
 GOLDSBORO-  
 WAYNE MUNI ..... RNAV (GPS) Rwy 5  
 RNAV (GPS) Rwy 23  
 VOR-A  
 NA when local weather not available.

**GREENSBORO, NC**  
 PIEDMONT TRIAD INTL... RNAV (GPS) Rwy 14  
 RNAV (GPS) Rwy 32  
 NA when local weather not available.

**GREENVILLE, NC**  
 PITT-GREENVILLE ..... RNAV (GPS) Rwy 8  
 RNAV (GPS) Rwy 20  
 RNAV (GPS) Rwy 26  
 NA when local weather not available.

**GREENVILLE, SC**  
 DONALDSON CENTER ..... ILS or LOC Rwy 5  
 NA when local weather not available.  
 NA when control tower closed.

GREENVILLE  
 DOWNTOWN ..... ILS or LOC Rwy 11<sup>23</sup>  
 RNAV (GPS) Rwy 1<sup>24</sup>  
 RNAV (GPS) Rwy 10<sup>24</sup>  
 RNAV (GPS) Rwy 19<sup>24</sup>  
 RADAR-1<sup>14</sup>

<sup>1</sup>NA when control tower closed.  
<sup>2</sup>NA when local weather not available.  
<sup>3</sup>ILS, Category D, 700-2. LOC, Category D,  
 800-2½.  
<sup>4</sup>Category D, 800-2½.

**GREENWOOD, SC**  
 GREENWOOD  
 COUNTY ..... NDB or GPS Rwy 27  
 VOR OR GPS Rwy 9  
 VOR Rwy 27  
 NA when local weather not available.

M3

NAME ALTERNATE MINIMUMS  
**GREER, SC**  
 GREENVILLE-SPARTANBURG  
 INTL-ROGER MILLIKEN ..... ILS or LOC Rwy 4  
 ILS or LOC Rwy 22  
 RADAR-1  
 RNAV (GPS) Rwy 4  
 RNAV (GPS) Rwy 22  
 NA when local weather not available.

**JACKSONVILLE, NC**  
 ALBERT J ELLIS ..... ILS or LOC Rwy 5  
 RNAV (GPS) Rwy 5  
 NA when local weather not available.

**JEFFERSON, NC**  
 ASHE COUNTY ..... LOC Rwy 28  
 RNAV (GPS) Rwy 28  
 Categories A, B, 1100-2; Category C, 1100-3;  
 Category D, 1500-3.  
 NA when local weather not available.

**KINGSTREE, SC**  
 WILLIAMSBURG RGNL ..... RNAV (GPS) Rwy 32  
 NA when local weather not available.  
 Category D, 1000-3.

**KINSTON, NC**  
 KINSTON RGNL JETPORT AT  
 STALLINGS FIELD ..... ILS Rwy 5<sup>12</sup>  
 RNAV (GPS) Rwy 5<sup>3</sup>  
 RNAV (GPS) Rwy 23<sup>3</sup>  
 VOR Rwy 23<sup>1</sup>

<sup>1</sup>NA when control tower closed.  
<sup>2</sup>Category D, 700-2.  
<sup>3</sup>NA when local weather not available.

**LANCASTER, SC**  
 LANCASTER COUNTY-  
 MC WHIRTER FIELD ..... RNAV (GPS) Rwy 6  
 RNAV (GPS) Rwy 24  
 VOR/DME-A<sup>1</sup>

NA when local weather not available.  
<sup>1</sup>Categories A, B, 900-2; Category C, 900-2½;  
 Category D, 900-2½.

**LINCOLNTON, NC**  
 LINCOLNTON-LINCOLN  
 COUNTY RGNL ..... RNAV (GPS) Rwy 5  
 RNAV (GPS) Rwy 23  
 NA when local weather not available.

**LOUISBURG, NC**  
 TRIANGE  
 NORTH EXECUTIVE ..... RNAV (GPS) Rwy 5  
 RNAV (GPS) Rwy 23  
 VOR/DME-A  
 NA when local weather not available.

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NAME ALTERNATE MINIMUMS  
**MONROE, NC**  
 CHARLOTTE-  
 MONROE EXECUTIVE ..... RNAV (GPS) Rwy 5  
 RNAV (GPS) Rwy 23  
 NA when local weather not available.

**MORGANTON, NC**  
 FOOTHILLS RGNL ..... RNAV (GPS) Rwy 3  
 RNAV (GPS) Rwy 21  
 NA when local weather not available.

**MOUNT AIRY, NC**  
 MOUNT AIRY/  
 SURRY COUNTY ..... RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36  
 NA when local weather not available.  
 Category C, 900-2½; Category D, 1000-3.

**MOUNT PLEASANT, SC**  
 MT PLEASANT RGNL-  
 FAISON FIELD ..... RNAV (GPS) Rwy 17  
 RNAV (GPS) Rwy 35  
 VOR/DME-A  
 NA when local weather not available.

**NEW BERN, NC**  
 COASTAL CAROLINA  
 RGNL ..... RNAV (GPS) Rwy 4  
 RNAV (GPS) Rwy 22  
 VOR Rwy 4  
 VOR Rwy 22  
 NA when local weather not available.

**NEWBERRY, SC**  
 NEWBERRY COUNTY ..... NDB Rwy 22  
 RNAV (GPS) Rwy 4  
 RNAV (GPS) Rwy 22  
 NA when local weather not available.

**NORTH MYRTLE BEACH, SC**  
 GRAND STRAND .... ILS or LOC/DME Rwy 23<sup>1</sup>  
 RNAV (GPS) Rwy 5<sup>2</sup>  
 RNAV (GPS) Rwy 23<sup>2</sup>  
 VOR Rwy 5<sup>2</sup>  
 VOR Rwy 23<sup>2</sup>  
 NA when local weather not available.  
<sup>1</sup>ILS, Category D, 700-2½. LOC, Category D,  
 800-2½.  
<sup>2</sup>Category D, 800-2½.

**OAK ISLAND, NC**  
 CAPE FEAR RGNL JETPORT/HOWIE  
 FRANKLIN FIELD ..... RNAV (GPS) Rwy 5  
 NA when local weather not available.

M4

NAME ALTERNATE MINIMUMS  
**ORANGEBURG, SC**  
 ORANGEBURG MUNI ..... RNAV (GPS) Rwy 5  
 RNAV (GPS) Rwy 17  
 RNAV (GPS) Rwy 23  
 RNAV (GPS) Rwy 35  
 NA when local weather not available.  
 Category D, 800-2½.

**OXFORD, NC**  
 HENDERSON-OXFORD ..... LOC Rwy 6  
 NDB Rwy 6  
 RNAV (GPS) Rwy 6  
 RNAV (GPS) Rwy 24  
 NA when local weather not available.

**RALEIGH/DURHAM, NC**  
 RALEIGH-DURHAM  
 INTL ..... ILS or LOC Rwy 5L<sup>1</sup>  
 ILS or LOC Rwy 5R<sup>1</sup>  
 ILS or LOC Rwy 23L<sup>2</sup>  
 ILS or LOC Rwy 23R<sup>2</sup>  
 NDB Rwy 23L<sup>3</sup>  
 VOR Rwy 32<sup>4</sup>

<sup>1</sup>ILS, Category D, 700-2.  
<sup>2</sup>ILS, Categories A,B, 800-2; Category C, 800-  
 2½; Category D, 800-2½. LOC, Category C,  
 800-2½; Category D, 800-2½.  
<sup>3</sup>Category D, 800-2½.  
<sup>4</sup>Category C, 800-2½; Category D, 800-2½.

**REIDSVILLE, NC**  
 ROCKINGHAM COUNTY NC  
 SHILOH ..... NDB Rwy 31  
 RNAV (GPS) Rwy 13  
 RNAV (GPS) Rwy 31  
 NA when local weather not available.

**ROANOKE RAPIDS, NC**  
 HALIFAX-NORTHAMPTON  
 RGNL ..... RNAV (GPS) Rwy 2  
 RNAV (GPS) Rwy 20  
 VOR/DME Rwy 2  
 NA when local weather not available.

**ROCK HILL, SC**  
 ROCK HILL/YORK CO/  
 BRYANT FIELD ..... RNAV (GPS) Rwy 2  
 RNAV (GPS) Rwy 20  
 NA when local weather not available.

**ROCKINGHAM, NC**  
 RICHMOND COUNTY ..... NDB Rwy 32  
 RNAV (GPS) Rwy 32  
 NA when local weather not available.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010





# RADAR MINS

10266

## RADAR INSTRUMENT APPROACH MINIMUMS

### ASHEVILLE, NC

Amdt. 5A, NOV 18, 1998 (FAA)

ELEV 2165

### ASHEVILLE RGNL

RADAR- 124.65 269.575 ▽ ▲

|          | RWY | GS/TCH/RPI | CAT | DA/<br>MDA-VIS  | HAT/<br>HATH/<br>HAA CEIL-VIS | CAT | DA/<br>MDA-VIS  | HAT/<br>HATH/<br>HAA CEIL-VIS |
|----------|-----|------------|-----|-----------------|-------------------------------|-----|-----------------|-------------------------------|
| ASR      | 34  |            | AB  | <b>2800</b> /24 | 660 (700-¼)                   | C   | <b>2800</b> /60 | 660 (700-1¼)                  |
|          |     |            | D   | <b>2800</b> -1½ | 660 (700-1½)                  |     |                 |                               |
|          |     |            | A   | <b>3000</b> /50 | 835 (900-1)                   |     |                 | 835 (900-1¼)                  |
| CIRCLING | 16  |            | C   | <b>3000</b> -2½ | 835 (900-2½)                  | D   | <b>3000</b> -2¼ | 835 (900-2¼)                  |
|          |     |            | A   | <b>3000</b> -1  | 835 (900-1)                   |     |                 | 835 (900-1¼)                  |
|          |     |            | C   | <b>3000</b> -2½ | 835 (900-2½)                  |     |                 | 835 (900-2¼)                  |

Circling not authorized west of Rwy 16-34. Night circling not authorized.

### BEAUFORT, SC

Amdt. 3A, NOV 20, 2008 (FAA)

ELEV 10

### BEAUFORT COUNTY

RADAR-1 118.45 292.125 ▲ NA

|          | RWY | GS/TCH/RPI | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA CEIL-VIS | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA CEIL-VIS |
|----------|-----|------------|-----|----------------|-------------------------------|-----|----------------|-------------------------------|
| ASR      | 25  |            | ABC | <b>440</b> -1¼ | 430 (500-1¼)                  | C   | <b>500</b> -1½ | 490 (500-1½)                  |
| CIRCLING |     |            | AB  | <b>500</b> -1¼ | 490 (500-1¼)                  |     |                |                               |

Use Beaufort MCAS/Merritt Field altimeter setting.  
When Beaufort Class D not in effect, procedure NA.

23 SEP 2010 to 21 OCT 2010

SE-2

## RADAR INSTRUMENT APPROACH MINIMUMS

### RADAR MINS

10266

N1

23 SEP 2010 to 21 OCT 2010

## RADAR INSTRUMENT APPROACH MINIMUMS

**BEAUFORT MCAS (KNBC), (MERRITT FLD) SC (10266 USN) ELEV 37**

RADAR - (E) 123.7x 298.875x 317.775x 323.275x 372.0x 379.275x 383.6x

|                            | RWY               | GS/TCH/RPI  | CAT   | DH/<br>MDA-VIS | HAT/<br>HATH/<br>HAA | CEIL-VIS |
|----------------------------|-------------------|-------------|-------|----------------|----------------------|----------|
| PAR <sup>1</sup>           | 23 <sup>2 5</sup> | 3.0°/44/821 | ABCDE | 116-¾          | 100                  | (100-¾)  |
|                            | 5 <sup>2 5</sup>  | 3.0°/38/779 | ABCDE | 137-¾          | 100                  | (100-¾)  |
|                            | 32                | 3.0°/40/771 | ABCDE | 275-1          | 250                  | (300-1)  |
|                            | 14                | 3.0°/40/768 | ABCDE | 282-1          | 250                  | (300-1)  |
| PAR<br>W/O GS <sup>1</sup> | 23 <sup>4 8</sup> |             | ABCDE | 360-¾          | 344                  | (400-¾)  |
|                            | 5 <sup>4 9</sup>  |             | ABCDE | 360-1          | 323                  | (400-1)  |
|                            | 14 <sup>9</sup>   |             | ABCDE | 380-1¼         | 348                  | (400-1¼) |
|                            | 32 <sup>9</sup>   |             | ABCDE | 380-1¼         | 355                  | (400-1¼) |
| ASR <sup>9</sup>           | 23 <sup>3</sup>   |             | AB    | 360-½          | 344                  | (400-½)  |
|                            |                   |             | CDE   | 360-¾          | 344                  | (400-¾)  |
|                            | 5 <sup>7</sup>    |             | AB    | 460-¾          | 423                  | (500-¾)  |
|                            |                   |             | CD    | 460-1          | 423                  | (500-1)  |
|                            |                   |             | E     | 460-1¼         | 423                  | (500-1¼) |
|                            | 14                |             | ABC   | 420-1          | 388                  | (400-1)  |
|                            |                   |             | DE    | 420-1¼         | 388                  | (400-1¼) |
|                            | 32                |             | AB    | 520-1          | 495                  | (500-1)  |
|                            |                   |             | C     | 520-1¼         | 495                  | (500-1¼) |
|                            |                   |             | D     | 520-1½         | 495                  | (500-1½) |
|                            |                   |             | E     | 520-1¾         | 495                  | (500-1¾) |
| CIR                        | 5, 14, 23         |             | AB    | 500-1¼         | 463                  | (500-1¼) |
|                            |                   |             | C     | 500-1½         | 463                  | (500-1½) |
|                            |                   |             | D     | 600-2          | 563                  | (600-2)  |
|                            |                   |             | E     | 720-2½         | 683                  | (700-2½) |
|                            | 32                |             | AB    | 520-1¼         | 483                  | (500-1¼) |
|                            |                   |             | C     | 520-1½         | 483                  | (500-1½) |
|                            |                   |             | D     | 600-2          | 563                  | (600-2)  |
|                            |                   |             | E     | 720-2½         | 683                  | (700-2½) |

<sup>1</sup>No-NOTAM MP 1200-2000Z++ Sat. <sup>2</sup>When ALS inop, increase vis CAT ABCDE to ½ mile.<sup>3</sup>When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. <sup>4</sup>When ALS inop,increase vis CAT ABCDE to 1¼ miles. <sup>5</sup>CAUTION: PAR and VGSI not coincident. <sup>6</sup>Cross 2 NMfrom touchdown, 640 min alt. <sup>7</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. <sup>8</sup>VDA and VGSI not coincident. <sup>9</sup>Cross 2 NM from touchdown 660 min alt.**BOGUE MCALF (KNJM), NC (10070 USA)**

ELEV 22

RADAR<sup>1</sup> - (E) 328.4 119.5x 361.2x 341.3x 336.4x 336.5x 363.6x ▽

|     | RWY               | GS/TCH/RPI  | CAT   | DH/<br>MDA-VIS | HAT/<br>HATH/<br>HAA | CEIL-VIS |
|-----|-------------------|-------------|-------|----------------|----------------------|----------|
| PAR | 23 <sup>2</sup>   | 3.0°/37/706 | ABCDE | 271-1          | 250                  | (300-1)  |
| ASR | 23 <sup>2 3</sup> |             | ABCDE | 400-1          | 379                  | (400-1)  |

<sup>1</sup>RADAR svc avbl by PPR only, during sked field hrs, etc ATC DSN 582-0697, C252-466-0697for PPR. <sup>2</sup>CAUTION: 20:1 visual area penetrated. Procedure NA at night. <sup>3</sup>When ALS inop, increase vis CAT CDE to 1¼ miles.

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS

## RADAR INSTRUMENT APPROACH MINIMUMS

**CHERRY POINT MCAS (KNKT), (CUNNINGHAM FLD) NC(09239 USN) ELEV 29**

RADAR - (E) 118.35x 120.15x 275.6x 299.6x 305.2x 314.8x 320.4x 337.2x 348.0x ▽

| PAR | RWY                           | GS/TCH/RPI   | CAT   | DH/<br>MDA-VIS | HAT/<br>HATh/<br>HAA | CEIL-VIS |
|-----|-------------------------------|--------------|-------|----------------|----------------------|----------|
|     |                               |              |       |                |                      |          |
| PAR | 32L <sup>1</sup> <sup>3</sup> | 3.0°/36/668  | ABCDE | 126-¼          | 100                  | (100-¼)  |
|     | 23R                           | 3.0°/55/1051 | AB    | 273-¾          | 250                  | (300-¾)  |
|     |                               |              | CDE   | 273-1          | 250                  | (300-1)  |
|     | 14L <sup>3</sup>              | 3.0°/40/763  | ABCDE | 126-½          | 100                  | (100-½)  |
|     | 5R <sup>3</sup>               | 3.0°/39/733  | ABCDE | 127-½          | 100                  | (100-½)  |
| ASR | 32L <sup>2</sup>              |              | AB    | 340-½          | 314                  | (400-½)  |
|     |                               |              | CDE   | 340-¾          | 314                  | (400-¾)  |
|     | 23R <sup>4</sup>              |              | ABCDE | 360-1          | 337                  | (400-1)  |
|     | 5R                            |              | AB    | 440-1          | 413                  | (500-1)  |
|     |                               |              | CD    | 440-1¼         | 413                  | (500-1¼) |
|     |                               |              | E     | 440-1½         | 413                  | (500-1½) |
|     | 14L                           |              | AB    | 440-1          | 414                  | (500-1)  |
|     |                               |              | C     | 440-1¼         | 414                  | (500-1¼) |
|     |                               |              | DE    | 440-1½         | 414                  | (500-1½) |
| CIR | All Rwy's                     |              | AB    | 520-1          | 491                  | (500-1)  |
|     |                               |              | C     | 540-1½         | 511                  | (600-1½) |
|     |                               |              | DE    | 580-2          | 551                  | (600-2)  |

<sup>1</sup>When ALS inop, increase vis CAT ABCDE to ½ mile. <sup>2</sup>When ALS inop, increase vis CAT ABCDE to 1 mile. <sup>3</sup>CAUTION: PAR RPI and PAPI RRP are not coincident. <sup>4</sup>When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1¼ miles.

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR INSTRUMENT APPROACH MINIMUMS

## COLUMBIA, SC

Amdt. 12, SEP 24, 2009 (FAA)

ELEV 236

## COLUMBIA METROPOLITAN

RADAR- 133.4 285.6 124.15 338.2 ▽

|          | RWY | GS/TCH/RPI | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA CEIL-VIS | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA CEIL-VIS |
|----------|-----|------------|-----|----------------|-------------------------------|-----|----------------|-------------------------------|
| ASR      | 5   |            | AB  | <b>700</b> /24 | 472 (500-½)                   | C   | <b>700</b> /40 | 472 (500-¾)                   |
|          |     |            | D   | <b>700</b> /50 | 472 (500-1)                   |     |                |                               |
|          | 11  |            | AB  | <b>680</b> /24 | 444 (500-½)                   | C   | <b>680</b> /40 | 444 (500-¾)                   |
|          |     |            | D   | <b>680</b> /50 | 444 (500-1)                   |     |                |                               |
|          | 29  |            | AB  | <b>720</b> /24 | 493 (500-½)                   | C   | <b>720</b> /40 | 493 (500-¾)                   |
|          |     |            | D   | <b>720</b> /50 | 493 (500-1)                   |     |                |                               |
|          | 23  |            | AB  | <b>680</b> /50 | 467 (500-1)                   | C   | <b>680</b> /60 | 467 (500-1¼)                  |
|          |     |            | D   | <b>680</b> -1½ | 467 (600-1½)                  |     |                |                               |
| CIRCLING |     |            | AB  | <b>740</b> -1  | 504 (600-1)                   | C   | <b>840</b> -1¼ | 604 (700-1¼)                  |
|          |     |            | D   | <b>880</b> -2  | 644 (700-2)                   |     |                |                               |

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

## COLUMBIA, SC

Amdt. 2A, JUL 29, 2010 (FAA)

ELEV 193

## JIM HAMILTON L.B. OWENS

RADAR-1 133.4 ▽ ▲ NA

|          | RWY | GS/TCH/RPI | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA CEIL-VIS | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA CEIL-VIS |
|----------|-----|------------|-----|----------------|-------------------------------|-----|----------------|-------------------------------|
| ASR      | 31  |            | AB  | <b>720</b> -1¼ | 535 (600-1¼)                  | C   | <b>720</b> -1½ | 535 (600-1½)                  |
|          |     |            | D   | <b>720</b> -1¼ | 535 (600-1¼)                  |     |                |                               |
| CIRCLING |     |            | NA  |                |                               |     |                |                               |

When local altimeter setting not received, use Columbia Metropolitan altimeter setting.

Visibility reduction by helicopters NA. Lost Communications (All RWys): As directed by ATC on initial contact.

## FLORENCE, SC

AMDT 1, MAR 12, 2009 (FAA)

ELEV 146

## FLORENCE RGNL

RADAR-1 118.6 341.7 135.25 316.15 ▽ ▲ NA.

|            | RWY  | GS/TCH/RPI | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA CEIL-VIS | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA CEIL-VIS |
|------------|------|------------|-----|----------------|-------------------------------|-----|----------------|-------------------------------|
| ASR        | 1    |            | ABC | <b>480</b> -1  | 346 (400-1)                   | D   | <b>480</b> -1¼ | 346 (400-1¼)                  |
|            |      |            | AB  | <b>680</b> -½  | 534 (600-½)                   |     |                | 534 (600-1)                   |
|            | 9*   |            | D   | <b>680</b> -1¼ | 534 (600-1¼)                  | C   | <b>680</b> -1  | 534 (600-1)                   |
|            |      |            |     |                |                               |     |                |                               |
|            | 19** |            | AB  | <b>860</b> -1  | 717 (800-1)                   | C   | <b>860</b> -2  | 717 (800-2)                   |
|            |      |            | D   | <b>860</b> -2¼ | 717 (800-2¼)                  |     |                |                               |
|            | 27   |            | AB  | <b>560</b> -1  | 421 (500-1)                   | CD  | <b>560</b> -1¼ | 421 (500-1¼)                  |
|            |      |            |     |                |                               |     |                |                               |
| CIRCLING   |      |            | AB  | <b>640</b> -1  | 494 (500-1)                   | C   | <b>640</b> -1½ | 494 (500-1½)                  |
|            |      |            | D   | <b>740</b> -2  | 594 (600-2)                   |     |                |                               |
| CIRCLING*  |      |            | AB  | <b>680</b> -1  | 534 (600-1)                   | C   | <b>680</b> -1½ | 534 (600-1½)                  |
|            |      |            | D   | <b>740</b> -2  | 594 (600-2)                   |     |                |                               |
| CIRCLING** |      |            | AB  | <b>860</b> -1  | 714 (800-1)                   | C   | <b>860</b> -2  | 714 (800-2)                   |
|            |      |            | D   | <b>860</b> -2¼ | 714 (800-2¼)                  |     |                |                               |

When approach control closed, ASR NA.

LOST COMMUNICATIONS: As directed by ATC on initial contact.

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS

## RADAR INSTRUMENT APPROACH MINIMUMS

## GREENVILLE, SC

Amdt. 13A, SEP 25, 2008 (FAA)

ELEV 1048

## GREENVILLE DOWNTOWN

RADAR- 118.8 385.4 ▽ ▲

|          | RWY | GS/TCH/RPI | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA CEIL-VIS | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA CEIL-VIS |
|----------|-----|------------|-----|----------------|-------------------------------|-----|----------------|-------------------------------|
| ASR      | 1   |            | ABC | 1480-1½        | 465 (500-1½)                  | D   | 1480-1½        | 465 (500-1½)                  |
| CIRCLING |     |            | AB  | 1620-1½        | 572 (600-1½)                  | C   | 1620-1½        | 572 (600-1½)                  |
|          |     |            | D   | 1740-2½        | 692 (700-2½)                  |     |                |                               |

Alternate minimums: Standard, except CAT D 800-2½, NA when control tower closed.

## GREER, SC

Amdt. 6, SEP 1, 2005 (FAA)

ELEV 964

## GREENVILLE-SPARTANBURG INTL - ROGER MILLIKEN

RADAR- 118.8 385.4 ▽ ▲

|          | RWY | GS/TCH/RPI | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA CEIL-VIS | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA CEIL-VIS |
|----------|-----|------------|-----|----------------|-------------------------------|-----|----------------|-------------------------------|
| ASR      | 22  |            | ABC | 1340/40        | 376 (400-¾)                   | D   | 1340/50        | 376 (400-1)                   |
|          | 4   |            | ABC | 1420/40        | 471 (500-¾)                   | D   | 1420/50        | 471 (500-1)                   |
| CIRCLING |     |            | AB  | 1420-1½        | 456 (500-1½)                  | C   | 1420-1½        | 456 (500-1½)                  |
|          |     |            | D   | 1520-2         | 556 (600-2)                   |     |                |                               |

When APP CON closed, ASR NA.

For inoperative MALSR, increase S-22 Category D visibility to RVR 6000.

If local altimeter setting not received use Greenville Downtown altimeter setting and increase all MDAs 40 feet.

## MC ENTIRE JNGB (MMT), SC (Eastover) (Orig 10266 USAF)

ELEV 254

RADAR<sup>1,2</sup> 125.4 285.4 143.55 379.5 281.525x 316.4x 269.05x ▽

|                  | RWY | GS/TCH/RPI   | CAT   | DH/<br>MDA-VIS | HAT/<br>HATH/<br>HAA | CEIL-VIS |
|------------------|-----|--------------|-------|----------------|----------------------|----------|
| PAR <sup>3</sup> | 32  | 2.5°/52/1169 | ABCDE | 443/24         | 200                  | (200-½)  |
| ASR <sup>4</sup> | 32  |              | AB    | 640-½          | 397                  | (400-½)  |
|                  |     |              | CD    | 640-¾          | 397                  | (400-¾)  |
|                  |     |              | E     | 640-1          | 397                  | (400-1)  |
| CIR              | 32  |              | A     | 840-1          | 588                  | (600-1)  |
|                  |     |              | B     | 860-1          | 608                  | (700-1)  |
|                  |     |              | C     | 880-1½         | 628                  | (700-1½) |
|                  |     |              | D     | 880-2          | 628                  | (700-2)  |
|                  |     |              | E     | 1020-2¾        | 768                  | (800-2¾) |

<sup>1</sup>If no transmissions are received for one minute in the pattern or five/fifteen seconds on final approach, attempt contact with McEntire Tower on 253.5 or 132.4 and proceed VFR. If unable, proceed with TACAN/ILS/VOR/NDB approach, maintain 2000 until established on/over fix/NAVAID/approach procedure. <sup>2</sup>Remain within 4 NM of MMT VORTAC to avoid R-6001; if unable, expect 10 minute delay for activation. <sup>3</sup>When ALS inop, increase RVR to 40 and vis to ¾ mile. <sup>4</sup>When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1½ miles, CAT E vis to 1½ miles.

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINIS



## RADAR INSTRUMENT APPROACH MINIMUMS

## NEW BERN, NC

Amdt. 2B, JUL 2, 2009 (FAA)

ELEV 19

## COASTAL CAROLINA RGNL

RADAR- 119.35 374.9 ▽

|          | RWY | GS/TCH/RPI | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA CEIL-VIS | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA CEIL-VIS |
|----------|-----|------------|-----|----------------|-------------------------------|-----|----------------|-------------------------------|
| ASR      | 4   |            | ABC | <b>400</b> -1  | 383 (400-1)                   | D   | <b>400</b> -1½ | 383 (400-1½)                  |
|          | 22  |            | AB  | <b>540</b> -1  | 525 (600-1)                   | C   | <b>540</b> -1½ | 525 (600-1½)                  |
|          |     |            | D   | <b>540</b> -1¼ | 525 (600-1¼)                  |     |                |                               |
| CIRCLING |     |            | AB  | <b>560</b> -1  | 541 (600-1)                   | C   | <b>560</b> -1½ | 541 (600-1½)                  |
|          |     |            | D   | <b>580</b> -2  | 561 (600-2)                   |     |                |                               |

When Cherry Point MCAS control zone not in effect: 1. Procedure not authorized. 2. Alternate minimums not authorized.

## NEW RIVER MCAS (KNCA), (MC CUTCHEON FLD) NC (Jacksonville) (08325 USN)

RADAR - (U) 118.575 132.2 279.575 289.4 308.4 346.325 350.225 353.875

ELEV 26

|                   | RWY            | GS/TCH/RPI  | CAT  | DH/<br>MDA-VIS | HAT/<br>HATH/<br>HAA | CEIL-VIS |
|-------------------|----------------|-------------|------|----------------|----------------------|----------|
| PAR               | 1 <sup>1</sup> | 3.0°/45/877 | ABCD | 124-¾          | 100                  | (100-¾)  |
|                   | 5 <sup>1</sup> | 3.0°/35/646 | ABCD | 126-¾          | 100                  | (100-¾)  |
|                   | 19             | 3.0°/41/750 | ABCD | 123-½          | 100                  | (100-½)  |
|                   | 23             | 3.0°/36/655 | ABCD | 125-½          | 100                  | (100-½)  |
| PAR<br>W/O GS     | 5 <sup>2</sup> |             | ABCD | 400-1          | 374                  | (400-1)  |
|                   | 1 <sup>2</sup> |             | ABCD | 400-1          | 376                  | (400-1)  |
|                   | 23             |             | ABCD | 420-1¼         | 395                  | (400-1¼) |
|                   | 19             |             | ABCD | 420-1¼         | 397                  | (400-1¼) |
| ASR               | 5 <sup>3</sup> |             | ABC  | 380-¾          | 354                  | (400-¾)  |
|                   |                |             | D    | 380-1          | 354                  | (400-1)  |
|                   | 23             |             | AB   | 440-1          | 415                  | (500-1)  |
|                   |                |             | CD   | 440-1¼         | 415                  | (500-1¼) |
|                   | 19             |             | AB   | 440-1          | 417                  | (500-1)  |
|                   |                |             | CD   | 440-1¼         | 417                  | (500-1¼) |
| CIR ASR           | All Rwy        |             | AB   | 500-1          | 474                  | (500-1)  |
|                   |                |             | C    | 500-1½         | 474                  | (500-1½) |
|                   |                |             | D    | 580-2          | 554                  | (600-2)  |
| CIR PAR<br>W/O GS | All Rwy        |             | AB   | 500-1¼         | 474                  | (500-1¼) |
|                   |                |             | C    | 500-1½         | 474                  | (500-1½) |
|                   |                |             | D    | 580-2          | 554                  | (600-2)  |

<sup>1</sup>When ALS inop, increase vis to ½ mile. <sup>2</sup>When ALS inop, increase vis CAT ABCD to 1¼ miles.<sup>3</sup>When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

23 SEP 2010 to 21 OCT 2010

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS

# RADAR MINS

10266

## RADAR INSTRUMENT APPROACH MINIMUMS

**SIMMONS AAF (KFBG), NC** (Fort Bragg) (1-Amdt 12, 2-Orig 10154 USA) **ELEV 244**  
**RADAR<sup>1</sup> - (E) 120.8 124.2 257.65 284.675** 



|                | RWY | GS/TCH/RPI  | CAT    | DH/<br>MDA-VIS | HAT/<br>HATH/<br>HAA | CEIL-VIS |
|----------------|-----|-------------|--------|----------------|----------------------|----------|
| <b>RADAR-1</b> |     |             |        |                |                      |          |
| PAR            | 27  | 3.0°/36/628 | ABC    | <b>428-¾</b>   | 357                  | (200-¾)  |
|                |     |             | D      | NA             | NA                   | NA       |
| PAR            | 27  |             | AB     | <b>640-1</b>   | 412                  | (500-1)  |
| W/O GS         |     |             | C      | <b>640-1½</b>  | 412                  | (500-1½) |
|                |     |             | D      | NA             | NA                   | NA       |
| CIR            |     |             | AB     | <b>780-1</b>   | 536                  | (600-1)  |
|                |     |             | C      | <b>780-1½</b>  | 536                  | (600-1½) |
|                |     |             | D      | NA             | NA                   | NA       |
| <b>RADAR-2</b> |     |             |        |                |                      |          |
| PAR            | 9   | 3.9°/33/487 | COPTER | <b>491-½</b>   | 250                  | (300-½)  |

<sup>1</sup>Opr 1200-0400Z++ Mon-Fri, clsd hol. No-NOTAM preventive maint 1800-1900Z++ Fri.

## WILMINGTON, NC WILMINGTON INTL

Amdt. 6C, JUN 3, 2010 (FAA)

ELEV 32

**RADAR- 118.25 135.75 284.65 317.425**  

|          | RWY | GS/TCH/RPI | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA | CEIL-VIS |  | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA | CEIL-VIS |
|----------|-----|------------|-----|----------------|----------------------|----------|--|-----|----------------|----------------------|----------|
| ASR      | 17  |            | ABC | <b>460-1½</b>  | 428                  | (500-1½) |  | D   | <b>460-1½</b>  | 428                  | (500-1½) |
|          | 24  |            | ABC | <b>460-1½</b>  | 433                  | (500-1½) |  | D   | <b>460-1½</b>  | 433                  | (500-1½) |
|          | 6   |            | ABC | <b>480-1½</b>  | 451                  | (500-1½) |  | D   | <b>480-1½</b>  | 451                  | (500-1½) |
|          | 35  |            | AB  | <b>540/40</b>  | 509                  | (600-¾)  |  | CD  | <b>540/50</b>  | 509                  | (600-1)  |
| CIRCLING |     |            | AB  | <b>540-1½</b>  | 508                  | (600-1½) |  | C   | <b>540-1½</b>  | 508                  | (600-1½) |
|          |     |            | D   | <b>640-2</b>   | 608                  | (700-2)  |  |     |                |                      |          |

When control tower closed procedure not authorized.

23 SEP 2010 to 21 OCT 2010

SE-2

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

10266

N7

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## INSTRUMENT APPROACH PROCEDURE CHARTS

### Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

#### NAME TAKE-OFF MINIMUMS

##### AIKEN, SC

AIKEN MUNI (AIK)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 200-1¼ or std. w/ min. climb of 220' per NM to 800, or alternatively, with std. takeoff min. and a normal 200' NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 186° to 1100 before turning west.

NOTE: **Rwy 1**, terrain 74' from departure end of runway, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from departure end of runway, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from departure end of runway, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from departure end of runway, 246' right of centerline up to 496' MSL. Numerous trees beginning 1322' from departure end of runway, 241' right of centerline, up to 100' AGL/609' MSL. **Rwy 7**, terrain beginning 51' from departure end of runway, 207' right of centerline up to 499' MSL. Numerous trees beginning 1230' from departure end of runway, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1601' from departure end of runway, 731' left of centerline, up to 56' AGL/563' MSL.

#### NAME TAKE-OFF MINIMUMS

##### AIKEN MUNI (CON'T)

**Rwy 19**, numerous trees beginning at departure end of runway, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from departure end of runway, 82' left of centerline, up to 100' AGL/639' MSL. **Rwy 25**, tree 1244' from departure end of runway, 766' right of centerline, 73' AGL/572' MSL. Tree 1506' from departure end of runway, 661' left of centerline, 72' AGL/561' MSL.

##### ALBEMARLE, NC

STANLY COUNTY (VUJ)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4L, 22R**, NA-VFR runway. **Rwy 4R**, 300-1¼ or std. w/ min. climb of 297' per NM to 1000.

NOTE: **Rwy 4R**, trees 1.25 NM from DER, 2078' left of centerline, 100' AGL/859' MSL. Powerlines 1.1 NM from DER left to right of centerline 78' AGL/799' MSL. **Rwy 22L**, multiple trees beginning 196' from DER, 249' right of centerline, 100' AGL/709' MSL. Multiple trees beginning 847' from DER, 648' left of centerline, 100' AGL/699' MSL.

## ALLEDDALE, SC

ALLEDDALE COUNTY (88J)  
ORIG 10042 (FAA)

NOTE: **Rwy 17**, trees beginning 103' from DER, 52' left of centerline, up to 100' AGL/249' MSL. Vehicles on roadway beginning 286' from DER, 174' left of centerline, up to 15' AGL/174' MSL. Trees beginning 416' from DER, 355' right of centerline, up to 100' AGL/239' MSL. **Rwy 35**, trees beginning 10' from DER, 437' right of centerline, up to 100' AGL/269' MSL. Trees beginning 52' from DER, 503' left of centerline, up to 100' AGL/269' MSL. Trees beginning 780' from DER, 308' right of centerline, up to 100' AGL/279' MSL. Trees beginning 2557' from DER, 117' left of centerline, up to 100' AGL/289' MSL.

## ANDERSON, SC

ANDERSON RGNL

NOTES: **Rwy 5**, multiple trees beginning 1282' from departure end of runway, 172' right of centerline, up to 93' AGL/879' MSL. Multiple trees beginning 85' from departure end of runway, 299' left of centerline, up to 89' AGL/878' MSL. **Rwy 17**, multiple trees beginning 1017' from departure end of runway, 25' right of centerline, up to 73' AGL/800' MSL. Multiple trees beginning 3' from departure end of runway, 47' left of centerline, up to 77' AGL/820' MSL. **Rwy 23**, transmission line tower and multiple trees beginning 1186' from departure end of runway, 552' left of centerline, up to 100' AGL/890' MSL. **Rwy 35**, multiple trees beginning 131' from departure end of runway, 279' right of centerline, up to 87' AGL/854' MSL. Ceilometer and tree beginning 257' from departure end of runway, 319' left of centerline, up to 73' AGL/820' MSL.

## ANDREWS, NC

WESTERN CAROLINA RGNL (RHP)  
AMDT 1A 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, max. 180 KIAS 3400-2, max. 210 KIAS 3400-2½, max. 250 KIAS 3400-3. DEPARTURE PROCEDURE: **Rwys 8, 26**, procedure NA at night. Remain within 3 NM of Western Carolina RGNL while climbing in visual conditions to cross airport westbound at or above 4900. Then climb to 7000 via heading 251° and HARRIS (HRS) VORTAC R-356 to HRS VORTAC before proceeding on course.

## ANDREWS, SC

ROBERT F. SWINNE

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1. **Rwy 36**, 400-1. DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 500 before turning left. NOTE: **Rwy 18**, tower 165' from departure end of runway, 500' right of centerline, 118' AGL/145' MSL. Tree 630' from departure end of runway, 350' left of centerline, 87' AGL/114' MSL. Water tank 340' from departure end of runway, 1040' right of centerline, 129' AGL/156' MSL. **Rwy 36**, tree 60' from departure end of runway, 500' left of centerline, 67' AGL/85' MSL. Tree 10' from departure end of runway, 210' right of centerline, 55' AGL/73' MSL. Tree 10' from departure end of runway, 190' left of centerline, 32' AGL/50' MSL. Tree 720' from departure end of runway, 265' right of centerline, 34' AGL/61' MSL.

## ASHEBORO, NC

ASHEBORO RGNL

TAKE-OFF MINIMUMS: **Rwy 3**, std. with a min. climb of 230' per NM to 1200. **Rwy 21**, 400-2 or std. with a min. climb of 340' per NM to 1200. DEPARTURE PROCEDURE: **Rwy 21**, climb runway heading to 1500 before turning southeast.

## ASHEVILLE, NC

ASHEVILLE RGNL (AVL)

AMDT 8 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 360' per NM to 6100, or 3300-3 for climb in visual conditions. **Rwy 34**, std. with a min. climb of 380' per NM to 5700, or 3300-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 16**, climb direct BRA NDB, climb in holding pattern; hold South, right turns, 344° inbound to cross BRA NDB at or above 6100 before proceeding on course or for climb in visual conditions; cross Asheville Rgnl Airport southbound at or above 5300 MSL direct BRA NDB before proceeding on course. NOTE: climb in visual NA at night. **Rwy 34**, climb direct KEANS (IM) LOM, climb in holding pattern; hold North, left turns, 164° inbound to cross KEANS LOM at or above 7000 before proceeding on course or for climb in visual conditions; cross Asheville Rgnl Airport northbound at or above 5300 MSL direct KEANS LOM before proceeding on course. Note: climb in visual NA at night. NOTE: **Rwy 16**, tree 207' from DER, 529' left of centerline, 100' AGL/2148' MSL. **Rwy 34**, tree 543' from DER, 614' left of centerline, 100' AGL/2194' MSL. Tree 81' from DER, 41' left of centerline, 100' AGL/2172' MSL.

## BARNWELL, SC

BARNWELL RGNL

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2½ or std. w/min. climb of 241' per NM to 800. DEPARTURE PROCEDURE: **Rwy 17**, climb heading 165° to 1100 before turning. **Rwy 23**, climb heading 230° to 1100 before turning south. NOTE: **Rwy 5**, trees beginning 1959' from departure end of runway, 506' right of centerline, up to 100' AGL/329' MSL. Trees beginning 2458' from departure end of runway, 440' left of centerline, up to 100' AGL/359' MSL. **Rwy 17**, trees beginning 3225' from departure end of runway, 1092' right of centerline, up to 100' AGL/339' MSL. Tower 1.9 NM from departure end of runway, 3064' left of centerline, 366' AGL/544' MSL. **Rwy 23**, trees beginning 717' from departure end of runway, 237' right of centerline, up to 100' AGL/339' MSL. Trees beginning 971' from departure end of runway, 254' left of centerline, 100' AGL/349' MSL. Tree 2933' from departure end of runway, 559' left of centerline, 100' AGL/319' MSL. **Rwy 35**, trees beginning 948' from departure end of runway, 570' left of centerline, up to 100' AGL/349' MSL. Trees beginning 2805' from departure end of runway, 440' right of centerline, up to 100' AGL/359' MSL.

## BEAUFORT, NC

MICHAEL J. SMITH FIELD

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 500' per NM to 500.

NOTE: **Rwy 21**, tower 2831' from departure end of runway, 926' left of centerline, 162' AGL/172' MSL.

## BEAUFORT, SC

BEAUFORT COUNTY

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 1700 before turning right. **Rwy 25**, climb runway heading to 300 before turning right.

NOTE: **Rwy 25**, tree 1100' from departure end of runway, 70' left of centerline, 40' AGL/50' MSL. Powerline 1000' from departure end of runway, on centerline, 30' AGL/35' MSL.

## BENNETTSVILLE, SC

MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

AMDT 1 10210 (FAA)

NOTE: **Rwy 7**, pole 97' from DER, 379' right of centerline, 35' AGL/181' MSL. Trees beginning 1415' from DER, 412' left of centerline, up to 86' AGL/232' MSL. Trees beginning 2495' from DER, 256' right of centerline, up to 89' AGL/235' MSL. **Rwy 25**, tree 77' from DER, 148' right of centerline, 18' AGL/156' MSL. Trees beginning 2681' from DER, 382' right of centerline, up to 89' AGL/227' MSL.

## BOGUE MCALF (KNJM),

SWANSBORO, NC. . . . . 10070

TAKE-OFF OBSTACLES: **Rwy 5**, Trees 65' AGL/145' MSL, 1649' from DER. Trees, 125' AGL/145' MSL, 1252' from DER, 257' right of centerline. Trees, 125' AGL/145' MSL, 761' from DER, 262' left of centerline. **Rwy 23**, Trees, 70' AGL/90' MSL, 607' from DER, 54' left of centerline. Trees, 70' AGL/90' MSL, 540' from DER, 439' left of centerline. Trees, 125' AGL/145' MSL, 414' from DER, 572' left of centerline.

## BURLINGTON, NC

BURLINGTON-ALAMANCE RGNL

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 1200 before turning left.

## CAMDEN, SC

WOODWARD FIELD

TAKE-OFF MINIMUMS: **Rwy 6**, 200-1¼ or std. w/ min. climb of 362' per NM to 700.

NOTE: **Rwy 6**, light 184' from departure end of runway, 500' right of centerline, 27' AGL/316' MSL. Trees beginning 867' from departure end of runway, 113' right of centerline, up to 83' AGL/373' MSL. Trees beginning 736' from departure end of runway, 256' left of centerline, up to 100' AGL/419' MSL. Water tank 5407' from departure end of runway, 1852' left of centerline, 168' AGL/487' MSL. **Rwy 14**, trees and terrain beginning 90' from departure end of runway, 68' left of centerline, up to 100' AGL/409' MSL. Trees and terrain beginning 159' from departure end of runway, 148' right of centerline, up to 100' AGL/399' MSL. **Rwy 24**, trees beginning 137' from departure end of runway, 413' right of centerline, up to 100' AGL/338' MSL. Trees beginning 234' from departure end of runway, 389' left of centerline, up to 100' AGL/347' MSL. **Rwy 32**, trees beginning 3059' from departure end of runway, 455' right of centerline, up to 100' AGL/449' MSL. Tree 5066' from departure end of runway, 858' left of centerline, 100' AGL/429' MSL.

## CHAPEL HILL, NC

HORACE WILLIAMS

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 090° to 1400 before turning southwest. **Rwy 27**, climb heading 270° to 2400 before turning south.

NOTE: **Rwy 9**, trees 1084' from departure end of runway, 250' left of centerline, 82' AGL/551' MSL. Trees 785' from departure end of runway, 401' right of centerline, 56' AGL/520' MSL. **Rwy 27**, trees 200' from departure end of runway, 240' left of centerline, 43' AGL/542' MSL.

## CHARLESTON, SC

CHARLESTON AFB/INTL (CHS)

AMDT 6 08045 (FAA)

NOTE: **Rwy 3**, multiple trees beginning 1157' from departure end of runway, 184' left of centerline, up to 77' AGL/111' MSL. Electrical equipment, microwave tower, and multiple trees beginning 102' from departure end of runway, 58' right of centerline, up to 104' AGL/136' MSL. **Rwy 15**, multiple trees beginning 213' from departure end of runway, 413' left of centerline, up to 93' AGL/107' MSL. Multiple trees beginning 200' from departure end of runway, 378' right of centerline, up to 42' AGL/66' MSL. **Rwy 21**, multiple trees beginning 42' from departure end of runway, 142' left of centerline, up to 92' AGL/111' MSL. Multiple trees beginning 1057' from departure end of runway, 199' right of centerline, up to 95' AGL/114' MSL. **Rwy 33**, trees 1797' from departure end of runway, 953' right of centerline, 84' AGL/128' MSL.

## CHARLESTON EXECUTIVE (JZI)

AMDT 1 10238 (FAA)

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 217° to 600 before turning right.

NOTE: **Rwy 4**, trees beginning 2473' from DER, 530' left of centerline, up to 75' AGL/85' MSL. **Rwy 22**, trees 502' from DER, 181' right of centerline, up to 100' AGL/109' MSL. Trees beginning 2183' from DER, left to right of centerline up to 100' AGL/109' MSL. **Rwy 27**, trees beginning 779' from DER, 84' left of centerline, up to 77' AGL/96' MSL. Pole 1011' from DER, 585' left of centerline, 42' AGL/61' MSL. Trees beginning 90' from DER, 273' right of centerline, up to 60' AGL/78' MSL.

## CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL (CLT)

AMDT 5 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 055° to 1700 before turning right. **Rwy 36C**, climb heading 003° to 1400 before turning left. **Rwy 36L**, climb heading 003° to 1800 before turning left.

NOTE: **Rwy 5**, trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL. **Rwy 18L**, tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL. Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL. **Rwy 18C**, trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL. Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL. **Rwy 23**, trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL. Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL. **Rwy 36C**, trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL. Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL. **Rwy 36R**, pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL. Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

## CHERAW, SC

CHERAW MUNI/LYNCH BELLINGER FIELD

NOTE: **Rwy 8**, multiple trees 465' from departure end of runway, 176' right of centerline, up to 100' AGL/279' MSL. Power lines 845' from departure end of runway, 501' left of centerline, 65' AGL/243' MSL. Multiple trees 2407' from departure end of runway, 11' left of centerline, up to 100' AGL/279' MSL. **Rwy 26**, trees 1089' from departure end of runway, 213' left of centerline, up to 100' AGL/389' MSL. Trees 1467' from departure end of runway, 63' right of centerline, up to 100' AGL/379' MSL. Power lines 2066' from departure end of runway, 186' right of centerline, 65' AGL/243' MSL.

## CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

CHERRY POINT, NC . . . . 08073

**Rwy 5R, 14L, 23R, 32L**: Diverse departures not authorized.

TAKE-OFF OBSTACLES: **Rwy 5L**: Tree, 2765' from DER, 985' left of centerline, 91' MSL; Tree, 2414' from DER, 974' left of centerline, 87' MSL; Tree, 1470' from DER, 838' left of centerline, 85' MSL; Tree, 686' from DER, 678' left of centerline, 62' MSL; Tree, 1074' from DER, 497' left of centerline, 54' MSL; Tree, 780' from DER, 566' left of centerline, 50' MSL. **Rwy 14R**: Tree, 960' from DER, 727' left of centerline, 47' MSL.

## CHESTER, SC

CHESTER CATAWBA RGNL (DCM)

ORIG 09015 (FAA)

NOTE: **Rwy 5**, trees beginning 383' from departure end of runway, 180' left of centerline up to 100' AGL/719' MSL. **Rwy 17**, trees beginning 54' from departure end of runway, 289' left of centerline up to 100' AGL/739' MSL. Trees beginning 164' from departure end of runway, 291' right of centerline up to 100' AGL/739' MSL. **Rwy 23**, trees beginning 163' from departure end of runway, 379' right of centerline up to 100' AGL/729' MSL. Trees beginning 3229' from departure end of runway, 726' left of centerline up to 100' AGL/779' MSL. **Rwy 35**, vehicle on road 761' from departure end of runway, 684' left of centerline up to 15' AGL/734' MSL. Trees beginning 321' from departure end of runway, 684' right of centerline up to 100' AGL/761' MSL.

## CLEMSON, SC

OCONEE COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 25**, climb heading 252° to 1900 before turning right.

NOTE: **Rwy 7**, multiple trees beginning 25' from departure end of runway, 185' right of centerline, up to 100' AGL/923' MSL. Multiple trees beginning 35' from departure end of runway, 184' left of centerline, up to 100' AGL/912' MSL. **Rwy 25**, multiple trees and poles beginning 109' from departure end of runway, 2' right of centerline, up to 100' AGL/960' MSL. Multiple trees and poles beginning 123' from departure end of runway, 8' left of centerline, up to 100' AGL/973' MSL.

## CLINTON, NC

CLINTON-SAMPSON COUNTY (CTZ)

AMDT 1 09267 (FAA)

NOTE: **Rwy 6**, trees beginning 9' from DER, 404' right of centerline, up to 65' AGL/215' MSL. Trees beginning 384' from DER, left and right of centerline, up to 125' AGL/245' MSL. **Rwy 24**, trees beginning 13' from DER, left and right of centerline, up to 100' AGL/219' MSL.

## COLUMBIA, SC

COLUMBIA METROPOLITAN (CAE)

AMDT 1 09239 (FAA)

NOTE: **Rwy 5**, trees beginning 127' from DER, 128' left of centerline, up to 97' AGL/286' MSL. Trees beginning 420' from DER, 21' right of centerline, up to 74' AGL/283' MSL. **Rwy 11**, trees beginning 1896' from DER, 621' left of centerline, up to 48' AGL/277' MSL. Light pole and trees beginning 1043' from DER, 723' right of centerline, up to 69' AGL/268' MSL. **Rwy 23**, trees 3573' from DER, 1191' right of centerline, up to 60' AGL/329' MSL. **Rwy 29**, trees beginning 567' from DER, 535' left of centerline, up to 87' AGL/286' MSL. Trees beginning 1045' from DER, 526' right of centerline, up to 63' AGL/332' MSL.



## COLUMBIA, SC (CON'T)

JIM HAMILTON L.B. OWENS (CUB)

AMDT 3 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 600-2½ or std. with min. climb of 345' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 311° to 1500 before turning Northbound.

NOTE: **Rwy 13**, trains beginning at DER, 138' right of centerline, up to 23' AGL/202' MSL. Trees beginning 3' from DER, 88' right of centerline, up to 106' AGL/255' MSL. Trees beginning 131' from DER, 84' left of centerline, up to 97' AGL/256' MSL. **Rwy 31**, trains beginning at DER, 437' left of centerline, up to 23' AGL/222' MSL. Buildings beginning 632' from DER, 260' right of centerline, up to 372' AGL/681' MSL. Buildings beginning 1050' from DER, 20' left of centerline, up to 50' AGL/252' MSL. Tower 2.1 NM from DER, 3510' right of centerline, 422' AGL/747' MSL.

## CONCORD, NC

CONCORD RGNL (JQF)

AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or std. w/min. climb of 204' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 2200 before proceeding on course. **Rwy 20**, climbing right turn heading 290° to intercept CLT VOR/DME R-039 outbound to 2100 before proceeding on course.

NOTE: **Rwy 2**, poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL. Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL. **Rwy 20**, street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL. Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

## CONWAY, SC

CONWAY-HORRY COUNTY

NOTE: **Rwy 4**, multiple trees 2307' from departure end of runway, 193' left of centerline, up to 100' AGL/134' MSL.

**Rwy 22**, multiple trees 963' from departure end of runway, 97' right of centerline, up to 40' AGL/75' MSL.

## CURRITUCK, NC

CURRITUCK COUNTY RGNL (ONX)

AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 045° to 1300 before proceeding on course. **Rwy 23**, climb heading 240° to 4000 before turning southbound.

NOTE: **Rwy 5**, trees beginning 41' from DER, 166' left of centerline, up to 100' AGL/122' MSL. Tree 4058' from DER, 388' right of centerline, 100' AGL/124' MSL. **Rwy 23**, trees beginning 60' from DER, 384' left of centerline, up to 100' AGL/115' MSL. Trees beginning 201' from DER, 427' right of centerline, up to 100' AGL/121' MSL.

## DARLINGTON, SC

DARLINGTON COUNTY JETPORT

DEPARTURE PROCEDURE: **Rwy 34**, climb heading 343° to 900' before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 11' from departure end of runway, 241' left of centerline, up to 97' AGL/246' MSL. Multiple trees beginning 72' from departure end of runway, 29' right of centerline, up to 97' AGL/236' MSL. **Rwy 10**, multiple trees beginning 20' from departure end of runway, 358' left of centerline, up to 74' AGL/243' MSL. Multiple trees beginning 1526' from departure end of runway, 46' right of centerline, up to 100' AGL/289' MSL. **Rwy 16**, multiple trees beginning 70' from departure end of runway, 258' right of centerline, up to 113' AGL/292' MSL. Tree 1295' from departure end of runway, 135' left of centerline, 70' AGL/256' MSL. **Rwy 23**, antenna 18' from departure end of runway, 263' left of centerline, 9' AGL/194' MSL. Trees beginning 241' from departure end of runway, 394' left of centerline, up to 70' AGL/249' MSL. Tree 732' from departure end of runway, 427' right of centerline, 33' AGL/212' MSL. **Rwy 28**, multiple trees beginning 405' from departure end of runway, 214' left of centerline, up to 100' AGL/299' MSL. Tree 2840' from departure end of runway, 46' right of centerline, 100' AGL/309' MSL. **Rwy 34**, tree 2008' from departure end of runway, 273' right of centerline, 87' AGL/277' MSL.

## DILLON, SC

DILLON COUNTY

DEPARTURE PROCEDURE: **Rwys 7,25**, climb to 2200 on runway heading before turning south.

## EDENTON, NC

NORTHEASTERN RGNL (EDE)

ORIG 09211 (FAA)

NOTE: **Rwy 1**, trees beginning 23' from DER, left and right of centerline, up to 100' AGL/117' MSL. **Rwy 19**, poles beginning 1038' from DER, 567' left of centerline, 37' AGL/47' MSL. Trees beginning 1258' from DER, left and right of centerline, up to 100' AGL/114' MSL.

## ELIZABETH CITY, NC

ELIZABETH CITY COAST GUARD AIR STATION/RGNL

NOTE: When tethered balloon located approximately 2 NM southeast of airport is flying: **Rwys 1,10**, climb runway heading to 4000 before turning south. **Rwy 19**, climb to 4000 via ECR R-160 before turning east. **Rwy 28**, climb runway heading to 4000 before turning east.

## ELIZABETHTOWN, NC

CURTIS L BROWN JR FIELD (EYF)

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 152° to 2100 before turning left. **Rwy 33**, climb heading 332° to 1100 before proceeding on course.

NOTE: **Rwy 15**, trees beginning 368' from DER, left and right of centerline, up to 100' AGL/214' MSL. **Rwy 33**, vehicle on road 177' from DER, 543' right of centerline, 15' AGL/144' MSL. Trees beginning 344' from DER, left and right of centerline, up to 100' AGL/229' MSL.

**ELKIN, NC****ELKIN MUNI**

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 25**, 300-1 or std. with a min. climb of 290' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb to 3900 before turning north.

**ERWIN, NC****HARNETT RGNL JETPORT**

NOTE: **Rwy 5**, multiple trees beginning 1529' from departure end of runway 16' left of centerline, up to 96' AGL/297' MSL. Multiple trees beginning 2775' from departure end of runway, 111' right of centerline, up to 76' AGL/282' MSL. Multiple poles beginning 303' from departure end of runway, 445' left of centerline, up to 17' AGL/239' MSL. Pole beginning 671' from departure end of runway, 610' right of centerline, up to 38' AGL/239' MSL.

NOTE: **Rwy 23**, trees beginning 94' from departure end of runway, 206' right of centerline, up to 64' AGL/252' MSL. Trees beginning 5' from departure end of runway, 296' right of centerline, up to 59' AGL/247' MSL.

**FAYETTEVILLE, NC****FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)  
ORIG 08213 (FAA)**

NOTE: **Rwy 4**, trees beginning 154' from departure end of runway, 117' right of centerline, up to 79' AGL/189' MSL. Trees beginning 344' from departure end of runway, 240' left of centerline, up to 63' AGL/173' MSL. **Rwy 10**, trees beginning 182' from departure end of runway, 295' right of centerline, up to 43' AGL/223' MSL. Trees beginning 451' from departure end of runway, 383' left of centerline, up to 62' AGL/242' MSL. **Rwy 22**, vehicle on road 98' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 1059' from departure end of runway, 551' right of centerline, up to 94' AGL/264' MSL.

**FLORENCE, SC****FLORENCE RGNL (FLO)****AMDT 5 09071 (FAA)**

DEPARTURE PROCEDURE: **Rwy 1**, climb on heading 021° to 1200 prior to turning left.

NOTE: **Rwy 1**, trees beginning 1929' from DER, 29' left of centerline up to 81' AGL/224' MSL. Trees beginning 1786' from DER, 239' right of centerline up to 89' AGL/232' MSL. Poles beginning 1628' from DER, 160' left and right of centerline up to 45' AGL/188' MSL. Antenna 341' from DER, 487' left of centerline up to 47' AGL/190' MSL. Floodlight 3262' from DER, 806' left of centerline up to 103' AGL/246' MSL. Floodlight 1498' from DER, 313' left of centerline up to 39' AGL/182' MSL. **Rwy 9**, trees beginning 3016' from DER, 635' left of centerline up to 91' AGL/212' MSL. Trees beginning 121' from DER, 14' right of centerline up to 97' AGL/218' MSL. Bushes beginning 32' from DER, 289' right of centerline up to 17' AGL/138' MSL. **Rwy 19**, trees beginning 174' from DER, 273' left of centerline up to 54' AGL/166' MSL. Trees beginning 811' from DER, 23' right of centerline up to 69' AGL/181' MSL. Bushes beginning 20' from DER, 338' right of centerline up to 12' AGL/125' MSL. **Rwy 27**, trees beginning 102' from DER, 389' left of centerline up to 30' AGL/159' MSL.

**FRANKLIN, NC****MACON COUNTY (1A5)****ORIG 09071 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 7, 25**, Procedure NA at night. 5700-3, for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25**, for climb in visual conditions remain within 3 NM of Macon County airport to cross airport south bound at or above 7600 via ODF R-349 to ODF VORTAC.

NOTE: **Rwy 7**, trees 599' from DER, 124' left of centerline, up to 38' AGL/2037' MSL. Vehicle on road 964' from DER, 720' left of centerline, 15' AGL/2054' MSL. Trees 1666' from DER, 620' right of centerline, up to 100' AGL/2179' MSL. Trees beginning 3090' from DER, 1270' left of and to centerline, up to 100' AGL/3139' MSL. Trees beginning 5665' from DER, 337' right of and to centerline, up to 100' AGL/2699' MSL. **Rwy 25**, vehicle on road 63' from DER, 318' left of centerline, 15' AGL/2054' MSL. Terrain 1000' from DER, on centerline, 2061' MSL. Trees beginning 1737' from DER, 848' left of and to centerline, up to 100' AGL/3519' MSL. Trees beginning 2460' from DER, 440' right of and to centerline, up to 100' AGL/3059' MSL.

**GASTONIA, NC****GASTONIA MUNI (AKH)****AMDT 5 10042 (FAA)**

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 049° to 2600 before proceeding West or North. **Rwy 21**, climb heading 214° to 1500 before proceeding North.

NOTE: **Rwy 3**, trees beginning 1200' from DER, 433' left of centerline, up to 80' AGL/859' MSL. Trees beginning 162' from DER, 371' right of centerline, up to 136' AGL/885' MSL. **Rwy 21**, antenna and trees beginning 269' from DER, 210' left of centerline, up to 101' AGL/880' MSL. Trees beginning 252' from DER, 264' right of centerline, up to 113' AGL/882' MSL.

**GEORGETOWN, SC****GEORGETOWN COUNTY**

DEPARTURE PROCEDURE: **Rwys 5, 23, 29, 34**, climb runway heading to 500 before turning.

**GOLDSBORO, NC****GOLDSBORO-WAYNE MUNI**

NOTE: **Rwy 5**, tree 445' from departure end of runway, 498' right of centerline, 23' AGL/158' MSL. **Rwy 23**, tree 158' from departure end of runway, 311' right of centerline, 11' AGL/143' MSL. Tree 1788' from departure end of runway, 281' right of centerline, 52' AGL/184' MSL. Tree 2770' from departure end of runway, 354' right of centerline, 111' AGL/239' MSL.



10266

## GREENSBORO, NC

PIEDMONT TRIAD INTL (GSO)

AMDT 1 09295 (FAA)

NOTE: **Rwy 5L**, trees beginning 1328' from DER, 524' left of centerline, up to 88' AGL/912' MSL. **Rwy 5R**, terrain and trees beginning 3' from DER, 499' right of centerline, up to 102' AGL/981' MSL. Trees beginning 2751' from DER, 1191' left of centerline, 57' AGL/966' MSL. **Rwy 14**, pole and railroad signal beginning 937' from DER, 604' right of centerline, up to 51' AGL/940' MSL. **Rwy 23L**, trees beginning 834' from DER, 719' left of centerline, up to 65' AGL/934' MSL. **Rwy 23R**, trees beginning 1195' from DER, 191' left of centerline, up to 100' AGL/970' MSL. Utility pole 170' from DER, 540' left of centerline, 33' AGL/936' MSL. Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL. **Rwy 32**, trees beginning 1' from DER, 289' right of centerline up to 90' AGL/1019' MSL.

## GREENVILLE, NC

PITT-GREENVILLE

TAKE-OFF MINIMUMS: **Rwy 15**, 300-1 1/2 or std. with a min. climb of 220' per NM to 300. **Rwy 20**, 200-1 or std. with a min. climb of 425' per NM to 300.

NOTE: **Rwy 2**, tree 1633' from departure end of runway, 741' right of centerline, -115' MSL. Tree 3303' from departure end of runway, 575' left of centerline, -123' MSL. **Rwy 8**, tree 181' from departure end of runway, 517' left of centerline, -1108' MSL. Tree 3434' from departure end of runway, 724' right of centerline, -134' MSL. **Rwy 15**, tower 1.2 NM from departure end of runway, 1808' right of centerline, 191' AGL/231' MSL. Rod 1744' from departure end of runway, 966' left of centerline, -186' MSL. **Rwy 20**, tree 2834' from departure end of runway, 986' left of centerline, -171' MSL. Antenna 4857' from departure end of runway, 1798' right of centerline, -1165' MSL. **Rwy 26**, tree 1026' from departure end of runway, 546' left of centerline, -108' MSL. Tree 261' from departure end of runway, 512' right of centerline, -81' MSL. **Rwy 33**, tree 199' from departure end of runway, 372' left of centerline, -92' MSL. Tree 489' from departure end of runway, 473' right of centerline, -91' MSL.

## GREENVILLE, SC

DONALDSON CENTER

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 1/4 or std. w/min. climb of 220' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 5**, antenna on obstruction light tower 1.7 NM from departure end of runway, 2183' left of centerline, 250' AGL/1167' MSL. Multiple trees beginning 1103' from departure end of runway, 151' right of centerline, up to 50' AGL/985' MSL. **Rwy 23**, stack 2761' from departure end of runway, 1152' left of centerline, 100' AGL/1026' MSL. Multiple trees beginning 2339' from departure end of runway, 231' right of centerline, up to 90' AGL/1001' MSL. Multiple trees beginning 2419' from departure end of runway, 52' left of centerline, up to 95' AGL/1020' MSL.

## GREENVILLE, SC (CON'T)

GREENVILLE DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 10**, 400-2 1/4 or std. with a min. climb of 250' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 2400 before turning left. **Rwy 28**, climb heading 276° to 1900 before turning right.

NOTE: **Rwy 1**, numerous trees 200' from departure end of runway, 400' right of centerline, 20' AGL/1087' MSL. Numerous trees 400' from departure end of runway, 575' left of centerline, 80' AGL/1123' MSL. Pole 860' from departure end of runway, 500' right of centerline, 30' AGL/1106' MSL. Numerous trees 1100' from departure end of runway, 750' right of centerline, 63' AGL/1179' MSL. Tree 1487' from departure end of runway, 657' right of centerline, 51' AGL/1157' MSL. **Rwy 10**, tree 31' from departure end of runway, 190' right of centerline, 36' AGL/1031' MSL. Tree 43' from departure end of runway, 370' right of centerline, 59' AGL/1050' MSL. Tree 429' from departure end of runway, 150' left of centerline, 45' AGL/1030' MSL. Tree 691' from departure end of runway, 390' left of centerline, 60' AGL/1051' MSL. Antenna 5221' from departure end of runway, 843' left of centerline, 152' AGL/1173' MSL. Building on hill 1.86 NM from departure end of runway, 500' right of centerline, 186' AGL/1374' MSL. **Rwy 19**, pole 432' from departure end of runway, 500' left of centerline, 25' AGL/1003' MSL. Tree 2905' from departure end of runway, 900' right of centerline, 66' AGL/1070' MSL. Tower 9.55 NM from departure end of runway, 4.2 NM left of centerline, 798' AGL/1849' MSL. **Rwy 28**, tree 364' from departure end of runway, 248' left of centerline, 46' AGL/1014' MSL. Tree 1042' from departure end of runway, 233' right of centerline, 88' AGL/1040' MSL. Stack 2846' from departure end of runway, 482' left of centerline, 69' AGL/1064' MSL. Building 1.93 NM from departure end of runway, 2045' right of centerline, 314' AGL/1315' MSL.

## GREENWOOD, SC

GREENWOOD COUNTY (GRD)

ORIG 08017 (FAA)

NOTE: **Rwy 9**, tree 1859' from departure end of runway, 990' left of centerline, 100' AGL/719' MSL.

## GREER, SC

GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 038° to 2500 before turning left.

NOTE: **Rwy 4**, tree 1422' from DER, 832' right of centerline, 100' AGL/1001' MSL. Tree 1454' from DER, 146' left of centerline, 78' AGL/1023' MSL.

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## HARTSVILLE, SC

HARTSVILLE REGIONAL (HSV)  
ORIG 08045 (FAA)

NOTE: **Rwy 3**, trees beginning 2478' from departure end of runway, 684' right of centerline, up to 100' AGL/489' MSL. Trees beginning 405' from departure end of runway, 363' left of centerline, up to 100' AGL/479' MSL. Road and vehicle 59' from departure end of runway, 418' right of centerline, up to 15' AGL/374' MSL. **Rwy 21**, trees beginning 128' from departure end of runway, 255' right of centerline, up to 100' AGL/439' MSL. Trees beginning 216' from departure end of runway, 325' left of centerline, up to 100' AGL/429' MSL. Road and vehicle 11' from departure end of runway, 335' right of centerline, up to 15' AGL/364' MSL.

## HATTERAS, NC

BILLY MITCHELL (HSE)  
ORIG 09267 (FAA)

NOTE: **Rwy 7**, trees beginning 388' from DER, left of centerline, up to 100' AGL/169' MSL. **Rwy 25**, trees 512' from DER, 103' right of centerline, 100' AGL/110' MSL. Boat mast 2107' from DER, 664' left of centerline, 100' AGL/100' MSL.

## HICKORY, NC

HICKORY RGNL

TAKE-OFF MINIMUMS: **Rwys 19, 24**, std. with a min. climb of 300' per NM to 3000.

DEPARTURE PROCEDURE: Use HICKORY ONE DEPARTURE.

NOTE: **Rwy 1**, tree 50' from departure end of runway, 382' right of centerline, 79' AGL/1228' MSL. **Rwy 19**, tree 1253' from departure end of runway, 661' right of centerline, 92' AGL/1211' MSL. **Rwy 24**, tree 315' from departure end of runway, 584' left of centerline, 99' AGL/1218' MSL.

## HILTON HEAD ISLAND, SC

HILTON HEAD

NOTE: **Rwy 3**, numerous trees 328' from departure end of runway, 428' left of departure end of runway, 86' AGL/106' MSL. Numerous trees 319' from departure end of runway, 390' right of departure end of runway, 83' AGL/97' MSL. **Rwy 21**, numerous trees 39' from departure end of runway, 357' right of departure end of runway, 94' AGL/111' MSL. Numerous trees 368' from departure end of runway, 332' left of departure end of runway, 73' AGL/87' MSL. Numerous trees 1421' from departure end of runway, 221' right of departure end of runway, 74' AGL/91' MSL. Numerous trees 1207' from departure end of runway, 329' left of departure end of runway, 85' AGL/99' MSL.

## JACKSONVILLE, NC

ALBERT J. ELLIS

DEPARTURE PROCEDURE: **Rwy 23**, climb on runway heading to 500 before turning right.

## JEFFERSON, NC

ASHE COUNTY

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 1900-3.

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb visually over the airport to 5000 before proceeding on course.

## KENANSVILLE, NC

DUPLIN COUNTY (DPL)  
ORIG 09015 (FAA)

NOTE: **Rwy 5**, trees beginning 30' from departure end of runway, 156' right of centerline, up to 100' AGL/238' MSL. Trees beginning 1915' from departure end of runway, 126' left of centerline, up to 100' AGL/231' MSL. Vehicles on road 641' from departure end of runway, left and right of centerline, up to 17' AGL/156' MSL. **Rwy 23**, trees beginning 12' from departure end of runway, 329' left of centerline, up to 100' AGL/218' MSL. Trees beginning 16' from departure end of runway, 59' right of centerline, up to 100' AGL/225' MSL.

## KINGSTREE, SC

WILLIAMSBURG RGNL

TAKE-OFF MINIMUMS: **Rwy 32**, 200-1 or std. w/min. climb of 353' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 132° to 800 before turning north.

NOTE: **Rwy 32**, multiple trees beginning 165' from departure end of runway, 360' right of centerline, up to 71' AGL/175' MSL.

## KINSTON, NC

KINSTON RGNL JETPORT AT STALLINGS  
FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 050° to 1800 before turning east.

NOTE: **Rwy 5**, multiple poles 1521' from departure end of runway, 237' right of centerline, up to 64' AGL/137' MSL. Pole 1625' from departure end of runway, 53' left of centerline, 52' AGL/128' MSL. Multiple trees 1873' from departure end of runway, 110' right of centerline, up to 73' AGL/173' MSL. **Rwy 23**, multiple trees 770' from departure end of runway, 598' left of centerline, up to 87' AGL/186' MSL. Multiple trees 1092' from departure end of runway, 109' right of centerline, up to 49' AGL/148' MSL.

## LAKE CITY, SC

LAKE CITY MUNI CJ EVANS FIELD

TAKE-OFF MINIMUMS: **Rwy 1**, 500-2½ or std. w/min. climb of 375' per NM to 700. **Rwy 19**, 300-1 or std. w/min. climb of 404' per NM to 400.

NOTE: **Rwy 1**, tree 1474' from departure end of runway, 189' right of centerline, 62' AGL/143' MSL. Multiple towers beginning 1.6 NM from departure end of runway, 1285' left of centerline, up to 411' AGL/491' MSL. **Rwy 19**, tree 1428' from departure end of runway, 225' right of centerline, 53' AGL/134' MSL. Tank 4906' from departure end of runway, 1349' left of centerline, 180' AGL/254' MSL.

## LANCASTER, SC

LANCASTER COUNTY- MCWHIRTER FIELD  
(LKR)

AMDT 1 09351 (FAA)

NOTE: **Rwy 6**, trees beginning 176' from DER, 394' left of centerline, up to 26' AGL/526' MSL. Vehicles on roadway 322' from DER, 401' right of centerline, up to 15' AGL/517' MSL. Trees beginning 4704' from DER, 1425' left of centerline, up to 80' AGL/630' MSL. **Rwy 24**, tree beginning 73' from DER, 492' left of centerline, up to 27' AGL/467' MSL.

## LEXINGTON, NC

### DAVIDSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 290' per NM to 900.

## LIBERTY, NC

### CAUSEY

TAKE-OFF MINIMUMS: **Rwys 2, 20**, 300-1.  
DEPARTURE PROCEDURE: **Rwy 20**, for departures 245° CW 020°, climbing left turn direct LIB VORTAC, then proceed outbound via LIB R-256 to 3000 before proceeding on course.

## LINCOLNTON, NC

### LINCOLNTON-LINCOLN COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 3200 before turning right. **Rwy 23**, climb runway heading to 3200 before turning left. Departure procedure not required for aircraft with a min. climb of 300' per NM to 3200.

## LORIS, SC

### TWIN CITY (5J9)

### ORIG 10126 (FAA)

NOTE: **Rwy 8**, vehicles on roadway 18' from DER, 127' right of centerline, up to 15' AGL/119' MSL. Trees beginning 159' from DER, 208' right of centerline, up to 100' AGL/204' MSL. Trees beginning 169' from DER, 314' left of centerline, up to 100' AGL/204' MSL.

**Rwy 26**, vehicles on roadway 9' from DER, 113' left of centerline, up to 15' AGL/119' MSL. Trees beginning 20' from DER, 182' left of centerline, up to 100' AGL/204' MSL. Hangar 81' from DER, 267' right of centerline, 50' AGL/154' MSL. Aircraft 87' from DER, 171' right of centerline, up to 30' AGL/134' MSL. Building 665' from DER, 139' left of centerline, 30' AGL/134' MSL. Building 1359' from DER, 226' right of centerline, 30' AGL/134' MSL.

## LUMBERTON, NC

### LUMBERTON MUNI

TAKE-OFF MINIMUMS: **Rwy 31**, 400-1.  
DEPARTURE PROCEDURE: **Rwy 31**, climb 270° heading to 600 before turning.

## MANNING, SC

### SANTEE COOPER RGNL (MNI)

### ORIG 09043 (FAA)

NOTE: **Rwy 2**, trees beginning at departure end of runway, 480' right of centerline, up to 100' AGL/229' MSL. Trees beginning 16' from departure end of runway, 221' left of centerline, up to 100' AGL/209' MSL. Vehicle on road 85' from departure end of runway, 468' right of centerline, 15' AGL/117' MSL. **Rwy 20**, trees beginning 125' from departure end of runway, 289' right of centerline, up to 100' AGL/179' MSL. Trees beginning 86' from departure end of runway, 136' left of centerline, up to 100' AGL/189' MSL. Vehicle on road 250' from departure end of runway, on centerline, 15' AGL/110' MSL.

## MANTEO, NC

### DARE COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwys 5, 17, 35**, 300-1.

## MARION, SC

### MARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 4**, 400-1 or std. with a min. climb of 330' per NM to 600.  
DEPARTURE PROCEDURE: **Rwy 4**, climb runway heading to 1000 before turning.

## MAXTON, NC

### LAURINBURG-MAXTON

NOTE: **Rwy 5**, road 606' from departure end of runway, on centerline, 15' AGL/224' MSL. Trees 1002' from departure end of runway, 474' left of centerline, 67' AGL/267' MSL. **Rwy 13**, aircraft 762' from departure end of runway, 762' left of centerline, 58' AGL/266' MSL. **Rwy 23**, tree 1011' from departure end of runway, 512' right of centerline, 30' AGL/246' MSL. **Rwy 31**, trees beginning 1014' from departure end of runway, 58' left of centerline, up to 54' AGL/271' MSL.

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## MC ENTIRE JNGB (MMT)

EASTOVER, SC. . . . . 08353

..... **Rwy5\***

..... **Rwy23\*\***

..... **Rwy32\*\*\***

\* Standard with CG of 310'/NM to 2700.

\*\* Standard with CG of 210'/NM to 1100.

\*\*\* Standard with CG of 230'/NM to 2700.

**DEPARTURE PROCEDURE: Rwy 5,** For climb in visual conditions: Ceiling 1400', Visibility 2.0 SM, remain within 4.8 NM of KMMT airport, cross KMMT airport at or above 1500' MSL before proceeding on course. Max airspeed 180 KIAS. **Rwy 23,** For climb in visual conditions: Ceiling 1300', Visibility 1.5 SM, remain within 4.2 NM of KMMT airport, cross KMMT airport at or above 1400' MSL before proceeding on course. Max airspeed 180 KIAS. **Rwy 32,** Departing eastbound, complete turn within 4 NM to avoid R-6001, if unable, advise Control Tower prior to taxi. For climb in visual conditions: Ceiling 1600', Visibility 2.5 SM, remain within 5.5 NM of KMMT airport, cross KMMT airport at or above 1700' MSL before proceeding on course. Max airspeed 250 KIAS.

**TAKE-OFF OBSTACLES: Rwy 5:** Helicopter parked 134' from DER, 323' left of centerline, NDB 1573' from DER, 591' left of centerline. Multiple trees left of centerline beginning 2319' out to 2915' from DER, 338' to 875' left of centerline, 70' AGL/309' MSL up to 319' MSL. Multiple trees right of centerline beginning 2190' out to 3838' from DER, 257' to 767' right of centerline, from 70' to 110' AGL/309' MSL up to 379' MSL. **Rwy 14:** Multiple trees beginning from 2328' from DER, 942' right of centerline, 110' AGL/329' MSL. Multiple trees left of centerline beginning 2400' out to 3781' from DER, 682' to 1199' left of centerline, from 90' to 91' AGL/289' to 319' MSL. Aircraft 120' from DER, 400' right of centerline, 39' AGL/255' MSL. Pylon 2665' from DER 1713' right of centerline, 109' AGL/320' MSL. Pylon 3279' from DER 1554' left of centerline, 109' AGL/322' MSL. **Rwy 23:** Multiple trees right of centerline beginning from 2444' out to 4131' from DER, 45' to 1297' right of centerline, from 90' to 120' AGL/319' to 359' MSL. Aircraft 1921' from DER, 402' right of centerline, 39' AGL/288' MSL. Tower 2885' from DER 98' right of centerline, 120' AGL/370' MSL. Building 907' from DER 157' right of centerline 12' AGL/259' MSL. Wind Sensors 490' from DER, 531' left of centerline, 33' AGL/274' MSL. Power lines 2990' from DER, 1057' right of centerline, 35' AGL/294' MSL. Building 1356' from DER, 154' right of centerline, 18' AGL/266' MSL. **Rwy 32:** Multiple trees right of centerline beginning 3240' out to 3290' from DER, 499' to 998' right of centerline, up to 130' AGL/349' MSL. Multiple trees left of centerline beginning 684' out to 4871' from DER, 1' to 1651' left of centerline up to 130' AGL/329' to 379' MSL. Localizer array 1116' from DER, 2' left of centerline, up to 5' AGL/284' MSL. Windsock 103' from DER, 417' left of centerline, up to 23' AGL/293' MSL.

## MOCKSVILLE, NC

TWIN LAKES

**TAKE-OFF MINIMUMS: Rwy 27,** 300-1

**NOTE: Rwy 9,** numerous trees beginning 35' from departure end of runway, 27' right of centerline, up to 100' AGL/939' MSL. Numerous trees beginning 200' from departure end of runway, 164' left of centerline, up to 100' AGL/919' MSL. **Rwy 27,** numerous trees beginning 200' from departure end of runway, 78' right of centerline, up to 100' AGL/929' MSL. Numerous trees beginning 616' from departure end of runway, 77' left of centerline, up to 100' AGL/909' MSL.

## MONCKSCORNER, SC

BERKELEY COUNTY (MKS)

ORIG 09015 (FAA)

**TAKE-OFF MINIMUMS: Rwy 5,** 300-1½ or std. w/ min. climb of 215' per NM to 400.

**NOTE: Rwy 5,** trees beginning 17' from departure end of runway, 102' right of centerline, up to 99' AGL/158' MSL. Terrain 30' from departure end of runway, 478' left of centerline, 79' MSL. Trees beginning 964' from departure end of runway, 66' left of centerline, up to 108' AGL/167' MSL. Poles beginning 467' from departure end of runway, 480' left of centerline, up to 24' AGL/103' MSL. Tower 1.4 NM from departure end of runway, 530' left of centerline, up to 228' AGL/292' MSL. **Rwy 23,** trees beginning abeam departure end of runway, 361' right of centerline, up to 100' AGL/199' MSL. Transmission poles beginning 1320' from departure end of runway, 249' right of centerline, up to 63' AGL/142' MSL. Terrain 21' from departure end of runway, 125' left of centerline, 76' MSL. Trees beginning 1141' from departure end of runway, 47' left of centerline, up to 84' AGL/163' MSL. Transmission pole 2503' from departure end of runway, 115' left of centerline, 62' AGL/141' MSL.

## MONROE, NC

CHARLOTTE-MONROE EXECUTIVE (EQY)

AMDT 1 10042 (FAA)

**NOTES: Rwy 5,** trees beginning 150' from DER, 202' left of centerline, up to 100' AGL/799' MSL. Vehicles on road and trees beginning 199' from DER, 259' right of centerline, up to 100' AGL/789' MSL.

## MOORESVILLE, NC

LAKE NORMAN AIRPARK

**TAKE-OFF MINIMUMS: Rwy 14,** std. w/ a min. climb of 294' per NM to 2900 or 1300-2½ for climb in visual conditions.

**DEPARTURE PROCEDURE: Rwy 14,** for climb in visual conditions: cross Lake Norman Airport at or above 2000' MSL before proceeding on course. **Rwy 32,** climb heading 324° to 1300 before proceeding on course.

**NOTE: Rwy 14,** terrain and multiple trees beginning 197' from departure end of runway, 308' left of centerline, up to 200' AGL/1099' MSL. Building and multiple trees beginning 158' from departure end of runway, 258' right of centerline, up to 100' AGL/979' MSL. **Rwy 32,** tree 559' from departure end of runway, on centerline, 42' AGL/851' MSL. Multiple trees beginning 47' from departure end of runway, 34' left of centerline, up to 101' AGL/890' MSL. Multiple trees beginning 526' from departure end of runway, 31' right of centerline, up to 97' AGL/886' MSL.

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10266



## MORGANTON, NC

### FOOTHILLS RGNL

DEPARTURE PROCEDURE: **Rwy 3**, climbing left turn direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound) to 5000 before proceeding on course. **Rwy 21**, climb direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound) to 5000 before proceeding on course.

## MOUNT AIRY, NC

### MOUNT AIRY/SURRY COUNTY

DEPARTURE PROCEDURE: **Rwy 18**, climb direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound) to 5000 before proceeding on course. **Rwy 36**, climbing left turn direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 36**, 70' AGL powerline 500' right of departure end of runway.

## MOUNT OLIVE, NC

### MOUNT OLIVE MUNI

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1 or std. with a min. climb of 300' per NM to 500.

## MOUNT PLEASANT, SC

### MT PLEASANT RGNL-FAISON FIELD (LRO)

#### AMDT 1 10126 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 174° to 1400 before proceeding on course. **Rwy 35**, climb heading 354° to 1900 before turning right.

NOTE: **Rwy 17**, AAO 3.8 NM from DER, 4834' right of centerline, 200' AGL/210' MSL. **Rwy 35**, tree 1900' from DER, 921' left of centerline, 84' AGL/96' MSL. Tree 3043' from DER, 401' right of centerline, 83' AGL/95' MSL.

## MYRTLE BEACH, SC

### MYRTLE BEACH INTL (MYR)

#### AMDT 2 10042 (FAA)

NOTE: **Rwy 18**, trees beginning 1770' from DER, 664' left of centerline, up to 60' AGL/88' MSL.

## NEW BERN, NC

### COASTAL CAROLINA RGNL (EWN)

#### AMDT 3B 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwys 4, 32**, climb runway heading to 900' before turning north.

NOTES: **Rwy 22**, 75' AGL trees 958' from departure end of runway, 705' right of centerline. **Rwy 14**, 79' AGL trees 1297' from departure end of runway, 531' right of centerline. **Rwy 32**, 91' AGL trees 743' from departure end of runway, 626' left of centerline.

## NEWBERRY, SC

### NEWBERRY COUNTY (EOE)

#### AMDT 1 08325 (FAA)

NOTE: **Rwy 4**, multiple trees beginning 1895' from departure end of runway, left and right of centerline, up to 100' AGL/659' MSL. **Rwy 22**, multiple trees beginning 500' from departure end of runway, left and right of centerline, up to 100' AGL/629' MSL.

## NORTH AF AUX (KXNO)

### NORTH, SC. . . . . 08157

CAUTION: **Rwy 5/23** diverse departure procedures not authorized at night. **Rwy 5/23** diverse departure not for civil use.

TAKEOFF OBSTACLES: **Rwy 5**, Terrain 1' to 40' from DER 41' to 309' left of centerline, 328' MSL. Possible vehicle on road extending across extended runway centerline 473' from DER 336' left to 711' right of centerline, 15' AGL/349' MSL. Possible C5 on taxiway 12' inward of DER 484' left of centerline, 65' AGL/387' MSL. Possible C5 on taxiway 31' inward of DER 235' left of centerline, 66' AGL/387' MSL. Building 917' from DER 641' right of centerline, 30' AGL/364' MSL. Trees 1215' to 1419' from DER 376' to 570' right of centerline, 92' AGL/398' MSL. Pylon 3627' from DER 1029' left of centerline, 79' AGL/366' MSL. **Rwy 6**, Terrain 1' to 237' from DER 85' to 563' left of centerline, 329' MSL; Possible C5 on taxiway 627' from DER 597' right of centerline, 65' AGL/387' MSL; Possible C5 on taxiway 833' from DER 374' right of centerline, 65' AGL/388' MSL. Trees 2412' to 2812' from DER 749' to 1197' left of centerline, 103' AGL/407' MSL; Trees 1722' to 2044' from DER 844' to 899' left of centerline, 72' AGL/381' MSL; Pylon 2363' from DER 1572' left of centerline, 79' AGL/403' MSL. **Rwy 24**, Pylon 1729' from DER, 1456' right of centerline, 79' AGL/325' MSL.

## NORTH MYRTLE BEACH, SC

### GRAND STAND (CRE)

#### ORIG 10014 (FAA)

NOTE: **Rwy 5**, vehicles on roadway 8' from DER, 455' right of centerline, up to 16' AGL/41' MSL. Trees beginning 1782' from DER, 6' right of centerline, up to 74' AGL/103' MSL. **Rwy 23**, trees beginning 43' from DER, 399' right of centerline, up to 33' AGL/58' MSL. Sign 60' from DER, 205' left of centerline, 11' AGL/36' MSL. Trees beginning 1393' from DER, 277' left of centerline, up to 62' AGL/88' MSL.

## NORTH WILKESBORO, NC

### WILKES COUNTY

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1 or std. with a min. climb of 300' per NM to 1700.

## OAK ISLAND, NC

### CAPE FEAR RGNL JETPORT/HOWIE

#### FRANKLIN FLD (SUT)

#### ORIG 09183 (FAA)

NOTE: **Rwy 5**, trees beginning 323' from DER, 255' left of centerline, up to 80' AGL/99' MSL. Trees beginning 528' from DER, 456' right of centerline, up to 100' AGL/119' MSL. **Rwy 23**, trees beginning 233' from DER, 521' left of centerline, up to 64' AGL/73' MSL. Trees beginning 70' from DER, 319' right of centerline, up to 93' AGL/102' MSL. Boat masts beginning 589' from DER, left and right of centerline, up to 50' AGL/50' MSL.

## ORANGEBURG, SC

ORANGEBURG MUNI (OGB)

AMDT 3A 10126 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 1000 before proceeding on course. **Rwy 35**, climb heading 354° to 900 before proceeding on course.  
NOTE: **Rwy 5**, trees beginning 190' from DER, 384' left of centerline, up to 100' AGL/289' MSL. Railroad 768' from DER, 407' right of centerline, 23' AGL/220' MSL. **Rwy 17**, trees beginning 2885' from DER, 1082' left of centerline, up to 100' AGL/282' MSL. Trees beginning 1132' from DER, 798' right of centerline, up to 100' AGL/257' MSL. **Rwy 23**, trees beginning 32' from DER, 45' left of centerline, up to 100' AGL/251' MSL. Power pole 1260' from DER, 127' left of centerline, 50' AGL/202' MSL. Trees beginning 870' from DER, 419' right of centerline, up to 100' AGL/259' MSL. **Rwy 35**, trees beginning 764' from DER, 703' left of centerline, up to 100' AGL/272' MSL. Trees beginning 1567' from DER, 473' right of centerline, up to 100' AGL/282' MSL. Terrain 13' from DER, 34' right of centerline, 174' MSL.

## OXFORD, NC

HENDERSON-OXFORD (HNZ)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, std. w/ min. climb of 245' per NM to 1900 or 700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24**, for climb in visual conditions: cross Henderson-Oxford airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 6**, trees beginning 7' from departure end of runway, 367' left of centerline, up to 100' AGL/629' MSL.

**Rwy 24**, trees beginning 804' from departure end of runway, 393' left of centerline, up to 100' AGL/629' MSL.

## PAGELAND, SC

PAGELAND (PYG)

ORIG 09071 (FAA)

NOTE: **Rwy 5**, trees beginning 365' from DER, 353' right of centerline, up to 100' AGL/689' MSL. Powerlines 593' from DER, 93' right to 109' left of centerline, 100' AGL/679' MSL. Vehicle on road 12' from DER, 377' right of centerline, 15' AGL/582' MSL. Trees beginning 19' from DER, 455' left of centerline, up to 100' AGL/689' MSL. Vehicle on road 612' from DER, 329' left to right of centerline, 15' AGL/594' MSL. **Rwy 23**, trees beginning 29' from DER, 243' right of centerline, up to 100' AGL/679' MSL. Trees beginning 294' from DER, 290' left of centerline, up to 100' AGL/669' MSL. Vehicle on road 34' from DER, 413' left of centerline, 15' AGL/574' MSL. Powerline, 1863' from DER, 987' left of centerline, 79' AGL/609' MSL.

## PELION, SC

LEXINGTON COUNTY AT PELION (6J0)

ORIG 09155 (FAA)

NOTE: **Rwy 18**, trees beginning 1705' from DER, 1' right of centerline, up to 71' AGL/521' MSL. Trees beginning 429' from DER, 298' left of centerline, up to 34' AGL/484' MSL. Power poles 430' from DER, 298' left of centerline, 33' AGL/484' MSL. **Rwy 36**, trees beginning 2016' from DER, 301' right of centerline, up to 59' AGL/511' MSL.

## PICKENS, SC

PICKENS COUNTY (LQK)

ORIG 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 048° to 2300 then climbing right turn via heading 120° to 3400 to intercept V20-35. **Rwy 23**, climb heading 228° to 2200 then climbing left turn via heading 120° to 3400 to intercept V20-35.

NOTE: **Rwy 5**, tree 30' from DER, 299' left of centerline, 9' AGL/1022' MSL. Vehicles on roadway, 424' from DER, left and right of centerline, up to 15' AGL/1028' MSL. Trees beginning 1531' from DER, 691' left of centerline, up to 107' AGL/1038' MSL. Tree 3019' from DER, 450' right of centerline, 120' AGL/1095' MSL. **Rwy 23**, tree 906' from DER, 269' left of centerline, 91' AGL/990' MSL. Trees beginning 1015' from DER, 466' right of centerline, up to 106' AGL/1022' MSL.

## PINEHURST/SOUTHERN PINES, NC

MOORE COUNTY (SOP)

ORIG 09183 (FAA)

NOTE: **Rwy 5**, terrain 448' from DER, 343' right of centerline, 443' MSL. Trees beginning 663' from DER, 137' right of centerline, up to 100' AGL/475' MSL. Terrain 141' from DER, 329' left of centerline, 435' MSL. Trees beginning 176' from DER, 220' left of centerline, up to 100' AGL/529' MSL. **Rwy 23**, pipe 228' from DER, 431' right of centerline, 13' AGL/463' MSL. Antenna 657' from DER, 415' right of centerline, 32' AGL/482' MSL. Trees beginning 701' from DER, 422' right of centerline, up to 100' AGL/579' MSL. Trees beginning 364' from DER, 353' left of centerline, up to 100' AGL/569' MSL.

## PLYMOUTH, NC

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: **Rwy 3**, 400-1 or std. with a min. climb of 210' per NM to 500.

## POPE AFB (KPOB)

FAYETTEVILLE, NC . . . . . 08213

**Rwys 5, 23**: expect radar vectors from Fayetteville Approach. **Rwy 23**, standard with minimum climb of 220'/NM to 1000', or 1100-3 for climb in visual conditions to 1200' MSL within 5.49 NM of KPOB airport, then proceed on course, max airspeed of 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 5**, multiple trees 1352' to 1545' from DER, 779' right of centerline, up to 34' AGL/242' MSL; Multiple trees 1889' to 3436' from DER, 412' right of centerline, up to 99' AGL/297' MSL; Multiple trees 2004' to 2746' from DER, 997' left of centerline, up to 100' AGL/294' MSL; Multiple trees 2887' to 3743' from DER, 511' left of centerline, up to 119' AGL/311' MSL; Powerline Tower 4181' from DER, 1464' right of centerline, 115' AGL/315' MSL. C-130 18' from DER 263' left of centerline, 35' AGL/215' MSL. **Rwy 23**, fence 1201' from DER, 71' left of centerline, 247' MSL; Terrain 1901' from DER, 1010' right of centerline, 269' MSL; Multiple trees 3002' to 3349' from DER, 506' right of centerline, up to 70' AGL/328' MSL; Forestry Tower 2.2 NM from DER, 3399' right of centerline, 140' AGL/559' MSL; Tower 3.0 NM from DER, 1.4 NM right of centerline, 220' AGL/746' MSL; Tree 1.0 NM from DER, 502' left of centerline, 61' AGL/375' MSL. C-130 55' from DER 302' right of centerline, 35' AGL/238' MSL; C-130 944' from DER 286' left of centerline, 35' AGL/215' MSL.

## RAEFORD, NC

P K AIRPARK

TAKE-OFF MINIMUMS: **Rwy 22**, 200-1.

## RALEIGH-DURHAM, NC

RALEIGH-DURHAM INTL

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 142° to 1400 before turning right. **Rwy 23L**, climb heading 232° to 1900 before turning left. **Rwy 23R**, climb heading 232° to 1800 before turning left.

NOTE: **Rwy 5L**, tree 2011' from departure end of runway, 949' right of centerline, 80' AGL/469' MSL. Tree 3802' from departure end of runway, 1238' left of centerline, 77' AGL/506' MSL. Tank 4046' from departure end of runway, 1578' right of centerline, 138' AGL/547' MSL. **Rwy 5R**, tree 1437' from departure end of runway, 803' right of centerline, 80' AGL/469' MSL. **Rwy 14**, multiple trees beginning 2021' from departure end of runway, 510' left of centerline, up to 122' AGL/571' MSL. Multiple trees beginning 2468' from departure end of runway, 1' right of centerline, up to 110' AGL/559' MSL. **Rwy 23L**, tree 1496' from departure end of runway, 797' left of centerline, 58' AGL/447' MSL. Light pole 1458' from departure end of runway, 878' right of centerline, 93' AGL/452' MSL. **Rwy 32**, multiple poles 1170' from departure end of runway, 634' left of centerline, up to 47' AGL/486' MSL. Antenna 1243' from departure end of runway, 754' right of centerline, 34' AGL/473' MSL. Control tower and antenna 2207' from departure end of runway, 911' right of centerline, 221' AGL/660' MSL.

## REIDSVILLE, NC

ROCKINGHAM COUNTY NC SHILOH (SIF)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 400-2 or std. w/ a min. climb of 535' per NM to 1200.

NOTE: **Rwy 13**, trees beginning 40' from DER, 63' left of centerline, up to 100' AGL/768' MSL. Powerpole 1192' from DER, 430' right of centerline, 30' AGL/702' MSL. Tree beginning 1539' from DER, 30' right of centerline, up to 100' AGL/755' MSL. **Rwy 31**, power pole 2054' from DER, 243' right of centerline, 30' AGL/763' MSL. Vehicle on road 31' from DER, 485' left of centerline, 15' AGL/714' MSL. Trees beginning 1164' from DER, 107' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 152' from DER, 317' left of centerline, up to 100' AGL/979' MSL. Rising terrain beginning 123' from DER, 27' left of centerline, up to 939' MSL. Rising terrain beginning 64' from DER, 27' right of centerline, up to 939' MSL.

## ROCK HILL, SC

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

AMT 1 10042 (FAA)

NOTE: **Rwy 2**, trees beginning 99' from DER, 174' right of centerline, up to 102' AGL/747' MSL.

## ROCKINGHAM, NC

RICHMOND COUNTY (RCZ)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.

NOTE: **Rwy 14**, multiple trees beginning 676' from DER, 20' right of centerline, up to 100' AGL/441' MSL. Multiple trees beginning 5' from DER, 75' left of centerline, up to 100' AGL/458' MSL. Train beginning 6' from DER, 355' left of centerline, 23' AGL/382' MSL. **Rwy 32**, tree 1152' from DER, 443' left of centerline, 100' AGL/399' MSL. Tree 181' from DER, 428' right of centerline, 100' AGL/429' MSL. Vehicles on roadway 34' from DER, 498' right of centerline, up to 15' AGL/364' MSL.

## ROCKY MOUNT, NC

ROCKY MOUNT-WILSON RGNL

DEPARTURE PROCEDURE: **Rwy 22**, climb via heading 222° to 1200 before proceeding on course.

NOTE: **Rwy 4**, tree 1459' from departure end of runway, 791' left of centerline, 207' MSL. Tree 2454' from departure end of runway, 752' right of centerline, 231' MSL. **Rwy 22**, tree 1199' from departure end of runway, 665' right of centerline, 204' MSL. Tree 1215' from departure end of runway, 676' left of centerline, 224' MSL. Tree 1464' from departure end of runway, 616' left of centerline, 222' MSL.

## ROXBORO, NC

PERSON COUNTY

NOTE: **Rwy 6**, trees 1600' from departure end of runway, 200' right of centerline, 100' AGL/729' MSL. **Rwy 24**, trees 562' from departure end of runway, 577' left of centerline, 100' AGL/699' MSL.

## RUTHERFORDTON, NC

RUTHERFORD COUNTY-MARCHMAN FIELD (FQD)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 434' per NM to 5400, or 2800-3 for climb in visual conditions. **Rwy 19**, std. w/ min. climb of 255' per NM to 3600, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 009° to 5400 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course. **Rwy 19**, climb heading 189° to 3600 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course.

NOTE: **Rwy 1**, trees abeam departure end of runway, 310' left of centerline, 100' AGL/1159' MSL. Vehicles on roadway 421' from departure end of runway, on centerline 15' AGL/1094' MSL. Trees beginning 480' from departure end of runway, on centerline, up to 100' AGL/1159' MSL. Powerlines left and right of centerline, beginning 581' from departure end of runway, up to 78' AGL/1167' MSL. **Rwy 19**, trees abeam departure end of runway, 239' left of centerline, 100' AGL/1129' MSL. Trees 255' from departure end of runway, 500' right of centerline, 100' AGL/1129' MSL. Trees 1937' from departure end of runway, on centerline, 100' AGL/1119' MSL.

**ST. GEORGE**

ST. GEORGE (6J2)

ORIG 08101 (FAA)

NOTE: **Rwy 5**, tree 3021' from departure end of runway, 186' left of centerline, 100' AGL/175' MSL. **Rwy 23**, tree 1401' from departure end of runway, 259' right of centerline, 100' AGL/178' MSL.

**SALISBURY, NC**

ROWAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.DEPARTURE PROCEDURE: **Rwy 20**, climb on heading 160° to 1200 before turning west.**SALUDA, SC**

SALUDA COUNTY (6J4)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 300-2 or std. w/ min. climb of 207' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.

NOTE: **Rwy 1**, numerous trees beginning abeam DER, 40' left of centerline, up to 66' AGL/635' MSL. Numerous trees beginning abeam DER, 35' right of centerline, up to 100' AGL/649' MSL. **Rwy 19**, numerous trees beginning abeam DER, 20' left of centerline, up to 43' AGL/552' MSL. Numerous trees beginning abeam DER, 30' right of centerline, up to 100' AGL/639' MSL.

**SANFORD, NC**

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1400 before turning right. **Rwy 21**, climb runway heading to 1400 before turning left.

**SEYMOUR JOHNSON AFB (KGSB)**

GOLDSBORO, NC . . . . . 10154

TAKE-OFF MINIMUMS: **Rwy 26**, 200-1½ or Standard with minimum climb of 230 ft/NM to 500' or with standard minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1800' prior to DER.

TAKE-OFF OBSTACLES: **Rwy 26**, Trees 110' AGL/251' MSL, 1.2 NM from DER, 1155' left of centerline.**SHAW AFB (KSSC)**

SUMTER, SC . . . . . 07214

TAKE-OFF OBSTACLES: **Rwy 4R**, Terrain 500' left of centerline at the threshold, 235' MSL. **Rwy 22L**, Radio Tower 5137' from DER, 1701' left of centerline, 140' AGL/370' MSL; Glideslope Antenna 563' from DER, 500' right of centerline, 40' AGL/293' MSL. **Rwy 22R**, Terrain 253' from DER, 568' right of centerline, 244' MSL.

**SHELBY, NC**

SHELBY-CLEVELAND COUNTY RGNL (EHO)

ORIG 09015 (FAA)

NOTE: **Rwy 5**, trees beginning 74' from departure end of runway, 394' left of centerline, up to 99' AGL/899' MSL. Trees beginning 2018' from departure end of runway, 804' right of centerline, up to 100' AGL/919' MSL.

**Rwy 23**, trees beginning 186' from departure end of runway, 148' left of centerline, up to 93' AGL/903' MSL.

**SILER CITY, NC**

SILER CITY MUNI

DEPARTURE PROCEDURE: **Rwy 4**, climb runway heading to 1000 before turning right.

**SIMMONS AAF (KFBG)**

FORT BRAGG, NC . . . . . AMDT 2, 10154

**Rwy 27**, 400-2½\*

\*Or standard with minimum climb of 230 ft/NM to 700.

DEPARTURE PROCEDURE: **Rwy 27**, climb heading 273° to 700 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 9**, Terrain 233' MSL, beginning 80' from DER, 27' right of centerline. **Rwy 27**, Terrain 283' MSL, beginning 105' from DER, left and right of centerline. Antenna, 292' AGL/584' MSL, 1.9 NM from DER, 3586' right of centerline.

**SMITHFIELD, NC**

JOHNSTON COUNTY (JNX)

AMDT 3 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1½ or std w/ min climb of 215' per NM to 500, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER. **Rwy 21**, 500-2¼ or std w/ min climb of 265' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 032° to 1500 before turning west. **Rwy 21**, climb heading 212° to 1000 before turning northwest.

NOTE: **Rwy 3**, trees beginning 35' from DER, 486' right of centerline, up to 64' AGL/251' MSL. Poles beginning 2022' from DER, 228' right of centerline, up to 44' AGL/232' MSL. Trees beginning 4352' from DER, 543' left of centerline, up to 100' AGL/349' MSL. Poles beginning 2114' from DER, 69' left of centerline, up to 41' AGL/234' MSL. **Rwy 21**, trees beginning 1' from DER, 492' right of centerline, up to 20' AGL/167' MSL. Trees beginning 60' from DER, 478' left of centerline, up to 46' AGL/192' MSL. Tower 2.3 NM from DER, 2883' right of centerline, 380' AGL/614' MSL.

**SPARTANBURG, SC**

SPARTANBURG DOWNTOWN MEMORIAL (SPA)

ORIG 09295 (FAA)

NOTE: **Rwy 5**, trees beginning 230' from DER, left and right of centerline, up to 100' AGL/871' MSL. **Rwy 23**, trees beginning 580' from DER, left and right of centerline, up to 100' AGL/930' MSL.

**STATESVILLE, NC**

STATESVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1½ or std. with a min. climb of 220' per NM to 1300.

NOTE: **Rwy 28**, powerline tower 8880' from departure end of runway, 858' right of centerline, 180' AGL/1199' MSL.

## SUMMERVILLE, SC

SUMMERVILLE (DYB)

AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 056° to 600 before turning left. **Rwy 24**, climb heading 236° to 800 before turning right.

NOTE: **Rwy 6**, vehicles on road beginning 7' from DER, left and right of centerline, up to 15' AGL/64' MSL. Trees beginning 556' from DER, left and right of centerline, up to 100' AGL/154' MSL. **Rwy 24**, tree 58' from DER, 459' left of centerline, 84' AGL/114' MSL.

## SUMTER, SC

SUMTER (SMS)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA-VFR only. **Rwy 33**, std. w/ a min. climb of 221' per NM to 800 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 23**, for climb in visual conditions: cross Sumter airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 23**, trees beginning 2876' from DER, 559' left of centerline, up to 72' AGL/251' MSL. Trees beginning 117' from DER, 210' right of centerline, up to 86' AGL/265' MSL.

## TARBORO, NC

TARBORO-EDGEcombe

DEPARTURE PROCEDURE: **Rwy 27**, climb runway heading to 500 before turning.

## UNION, SC

UNION COUNTY, TROY SHELTON FIELD

NOTE: **Rwy 5**, tree 1315' from departure end of runway, 400' left of centerline, 80' AGL/675' MSL. Tree 1340' from departure end of runway, 280' right of centerline, 51' AGL/678' MSL. **Rwy 23**, tree 38' from departure end of runway, 115' right of centerline, 10' AGL/583' MSL. Tree 58' from departure end of runway, 80' left of centerline, 28' AGL/584' MSL. Tree 1890' from departure end of runway, 400' right of centerline, 85' AGL/657' MSL. Tree 2005' from departure end of runway, 425' left of centerline, 95' AGL/667' MSL.

## WADESBORO, NC

ANSON COUNTY-JEFF CLOUD FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 300-2 or std. with a min. climb of 220' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200' NM climb gradient, take-off must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 162° to 900 before proceeding on course.

NOTE: **Rwy 16**, terrain 31' from departure end of runway, 345' right of centerline, 0' AGL/319' MSL. Terrain 139' from departure end of runway, 120' right of centerline, 0' AGL/309' MSL. Terrain 305' from departure end of runway, 475' right of centerline, 0' AGL/309' MSL. Tree 1263' from departure end of runway, 425' left of centerline, 58' AGL/353' MSL. Tree 1381' from departure end of runway, 427' left of centerline, 61' AGL/356' MSL. Tree 1329' from departure end of runway, 262' right of centerline, 45' AGL/340' MSL. Tree 1337' from departure end of runway, 300' right of centerline, 48' AGL/343' MSL. Tree 1651' from departure end of runway, 282' left of centerline, 60' AGL/355' MSL. Tree 1875' from departure end of runway, 142' left of centerline, 59' AGL/354' MSL. Tree 1897' from departure end of runway, 71' left of centerline, 53' AGL/347' MSL. Tree 2658' from departure end of runway, 55' left of centerline, 68' AGL/363' MSL. Tree 2734' from departure end of runway, 78' right of centerline, 77' AGL/372' MSL. Tree 3031' from departure end of runway, 156' right of centerline, 80' AGL/375' MSL. Tree 3080' from departure end of runway, 383' right of centerline, 82' AGL/377' MSL. Tree 1.62 NM from departure end of runway, 2363' left of centerline, 100' AGL/569' MSL. **Rwy 34**, tree 3117' from departure end of runway, 1064' right of centerline, 87' AGL/384' MSL. Building 2841' from departure end of runway, 657' right of centerline, 80' AGL/377' MSL. Silo 2712' from departure end of runway, 604' right of centerline, 88' AGL/385' MSL. Tree 2531' from departure end of runway, 276' right of centerline, 92' AGL/389' MSL. Tree 2890' from departure end of runway, 740' left of centerline, 100' AGL/439' MSL. Tree 2267' from departure end of runway, 381' right of centerline, 84' AGL/381' MSL. Tree 1947' from departure end of runway, 785' right of centerline, 82' AGL/379' MSL. Tree 1830' from departure end of runway, 699' right of centerline, 71' AGL/368' MSL. Tree 1997' from departure end of runway, 17' right of centerline, 84' AGL/381' MSL. Tree 1972' from departure end of runway, 57' right of centerline, 82' AGL/379' MSL. Tree 1879' from departure end of runway, 51' left of centerline, 85' AGL/382' MSL. Railroad and train 1618' from departure end of runway, on centerline, 23' AGL/354' MSL. Tree 1651' from departure end of runway, 133' left of centerline, 75' AGL/372' MSL. Tree 1540' from departure end of runway, 230' left of centerline, 71' AGL/369' MSL. Tree 1503' from departure end of runway, 367' left of centerline, 75' AGL/372' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

10266

**WALLACE, NC**

HENDERSON FIELD (ACZ)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. w/ min. climb of 389' per NM to 400.NOTE: **Rwy 9**, trees 2329' from DER, 462' left of centerline, 100' AGL/119' MSL. Pole 5056' from DER, 1074' left of centerline, 183' AGL/216' MSL. **Rwy 27**, vehicles on roadway 299' from DER, 421' right of centerline, 15' AGL/54' MSL. Trees 4916' from DER, 1296' left of centerline, 100' AGL/169' MSL.**WALNUT COVE, NC**

MEADOW BROOK FIELD (N63)

AMDT 1 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 400-3 or std. w/ min. climb of 324' per NM to 1400. **Rwy 34**, 600-3 w/ min. climb of 267' per NM to 1400 or 1800-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 16**, climb heading 166° to 1400 before proceeding on course. **Rwy 34**, climb heading 001° to 2800 before turning West or for climb in visual conditions: cross Meadow Brook Field airport at or above 2300 before proceeding on course.NOTE: **Rwy 16**, vehicle on road 428' from DER, 591' left of centerline, up to 15' AGL/674' MSL. Trees beginning 541' from DER, 618' right of centerline, up to 65' AGL/804' MSL. Tank 5738' from DER, 742' right of centerline, 157' AGL/863' MSL. Powerline 2525' from DER, 266' right of centerline, 79' AGL/716' MSL. **Rwy 34**, trees beginning 961' from DER, 389' right of centerline, up to 65' AGL/844' MSL. Trees beginning 1056' from DER, 744' left of centerline, up to 65' AGL/844' MSL.**WALTERBORO, SC**

LOW COUNTRY RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. with a min. climb of 280' per NM to 300.NOTE: **Rwy 5**, 93' AGL tree 960' from departure end of runway, 710' right of centerline. **Rwy 9**, 75' AGL tree 365' from departure end of runway, 575' right of centerline. **Rwy 17**, 74' AGL tree 508' from departure end of runway, 635' right of centerline. **Rwy 23**, 84' AGL tree 710' from departure end of runway, 675' left of centerline. **Rwy 35**, 69' AGL tree 1062' from departure end of runway, 690' right of centerline.**WASHINGTON, NC**

WARREN FIELD

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1 or std. with a min. climb of 250' per NM to 300.DEPARTURE PROCEDURE: **Rwys 17, 29, 35**, climb runway heading to 400 before turning.**WAXHAW, NC**

JAARS-TOWNSEND (N52)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. w/ min. climb of 255' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to DER.NOTE: **Rwy 4**, trees beginning 3' from DER, left and right of centerline, up to 100' AGL/759' MSL. **Rwy 22**, trees beginning 2' from DER, left and right of centerline, up to 100' AGL/709' MSL.**WHITEVILLE, NC**

COLUMBUS COUNTY MUNI (CPC)

ORIG 09183 (FAA)

NOTE: **Rwy 6**, trees beginning 2145' from DER, 553' right of centerline, up to 100' AGL/189' MSL. Trees beginning 2690' from DER, 838' left of centerline, up to 100' AGL/169' MSL. **Rwy 24**, trees beginning 1706' from DER, 831' right of centerline, up to 100' AGL/209' MSL. Trees beginning 732' from DER, 396' left of centerline, up to 100' AGL/209' MSL.**WILLIAMSTON, NC**

MARTIN COUNTY

NOTE: **Rwy 3**, trees beginning 158' from departure end of runway, 98' right of centerline, up to 100' AGL/172' MSL. Trees beginning 3041' from departure end of runway, 168' left of centerline up to 100' AGL/172' MSL. **Rwy 21**, trees beginning 130' from departure end of runway, 57' right of centerline up to 100' AGL/168' MSL. Trees beginning 1393' from departure end of runway, 411' left of centerline up to 100' AGL/168' MSL. Vehicle on road 428' from departure end of runway, 15' AGL/80' MSL.**WILMINGTON, NC**

WILMINGTON INTL

NOTE: **Rwy 6**, tree 2723' from departure end of runway, 558' left of centerline 57' AGL/90' MSL. Tree 3201' from departure end of runway, 401' right of centerline 73' AGL/110' MSL. Tree 3552' from departure end of runway, 643' right of centerline, 78' AGL/118' MSL. **Rwy 17**, multiple trees beginning 177' from departure end of runway, 438' right of centerline, up to 32' AGL/49' MSL. Tree 187' from departure end of runway, 545' left of centerline, 24' AGL/41' MSL. Multiple trees beginning 418' from departure end of runway, 540' left of centerline, up to 39' AGL/53' MSL. Tree 620' from departure end of runway, 246' left of centerline, 24' AGL/38' MSL. Tree 1468' from departure end of runway, 684' right of centerline, 66' AGL/83' MSL. Tree 1689' from departure end of runway, 592' right of centerline, 52' AGL/69' MSL. Transmission lines 3347' from departure end of runway, 1300' left to 1300' right of centerline, 135' AGL/160' MSL. **Rwy 24**, tree 1663' from departure end of runway, 454' left of centerline, 61' AGL/75' MSL. Multiple trees beginning 1663' from departure end of runway, 277' left of centerline, up to 66' AGL/83' MSL. **Rwy 35**, tree 1500' from departure end of runway, 300' right of centerline, 50' AGL/83' MSL. Funnel 1796' from departure end of runway, 882' left of centerline, 57' AGL/90' MSL. Multiple trees beginning 1916' from departure end of runway, 138' right of centerline, up to 94' AGL/131' MSL. Multiple trees beginning 2486' from departure end of runway, 143' left of centerline, up to 107' AGL/140' MSL.**WILSON, NC**

WILSON INDUSTRIAL AIR CENTER

DEPARTURE PROCEDURE: For departures 260° CW 320°: **Rwy 27**, climbing left turn to 2500 on heading 260° before proceeding on course. **Rwys 15, 21**, climbing right turn to 2500 on heading 260° before proceeding on course. **Rwys 3, 9, 33**, climbing left turn to 2500 on heading 320° before proceeding on course.

10266

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**WINSTON-SALEM, NC**

SMITH REYNOLDS (INT)

AMD T 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 500-2¾ or std. with a min. climb of 330' per NM to 1600.

NOTE: **Rwy 4**, multiple trees beginning 1014' from departure end of runway, 159' left of centerline, up to 92' AGL/1041' MSL. Multiple trees beginning 2' from departure end of runway, 195' right of centerline, up to 62' AGL/1051' MSL. **Rwy 15**, bush and multiple trees beginning 109' from departure end of runway, 237' left of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from departure end of runway, 433' right of centerline, up to 66' AGL/945' MSL. **Rwy 22**, multiple trees beginning 376' from departure end of runway, 136' left of centerline, up to 65' AGL/1014' MSL. Antenna 4538' from departure end of runway, 1044' left of centerline, 189' AGL/1138' MSL. Tower 2.1 NM from departure end of runway, 2784' left of centerline, 468' AGL/1395' MSL. Antenna on building 2.3 NM from departure end of runway, 3230' left of centerline, 460' AGL/1376' MSL. **Rwy 33**, floodlight, multiple hangars, poles, and trees beginning 230' from departure end of runway, 41' left of centerline, up to 74' AGL/1083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from departure end of runway, 141' right of centerline, up to 85' AGL/1084' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010





**AIKEN MUNI** (AIK) 6 N UTC-5(-4DT) N33°38.96' W81°41.10'

528 B S2 FUEL 100LL, JET A NOTAM FILE AND

RWY 07-25: H5500X100 (ASPH-AFSC) S-22, D-65, 2S-82 MIRL 0.4% up SW

RWY 07: PAPI(P2L)—GA 3.0° TCH 22'.

RWY 25: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 26'.

RWY 01-19: H3800X75 (ASPH-AFSC) S-22 MIRL 0.9% up S

RWY 01: Tree. RWY 19: Tree.

AIRPORT REMARKS: Attended 1100-2300Z. ACTIVATE MIRL Rwy 07-25 and ODALS Rwy 25—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.025 (803) 643-8664.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.45 (ANDERSON RADIO)

Ⓡ AUGUSTA APP/DEP CON 119.15 (1145-0400Z‡)

Ⓡ COLUMBIA APP/DEP CON 124.15 (0400-1145Z‡)

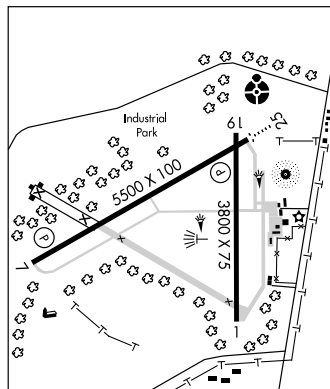
RADIO AIDS TO NAVIGATION: NOTAM FILE AND

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44'

W82°09.72' 102° 24.1 NM to fld. 428/04W.

NDB (MHW) 347 AIK N33°39.11' W81°40.62' at fld.

Unmonitored 2300-1300Z‡.



CHARLOTTE

H-9B, 12G, L-24I

IAP

**ALCOT** N34°10.44' W79°51.15' NOTAM FILE FLO.

NDB (LOM) 335 FL 089° 6.4 NM to Florence Rgnl.

CHARLOTTE

**ALLENDALE CO** (88J) 2 SE UTC-5(-4DT) N32°59.71' W81°16.21'

161 B FUEL 100LL, JET A NOTAM FILE AND

RWY 17-35: H5005X75 (ASPH) S-26, D-34 MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 26'. Tree.

RWY 35: PAPI(P2L)—GA 3.0° TCH 26'.

AIRPORT REMARKS: Attended 1300-2200Z. For fuel or svc after hrs call 803-584-2060. 5' drainage structure located 1220' from Rwy 17 thld and 75' left. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 116.7T (ANDERSON RADIO)

Ⓡ JAX CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

VANCE (L) VORTAC 110.4 VAN Chan 41 N33°28.49' W80°26.92' 241° 50.4 NM to fld. 140/06W.

(L) VOR 116.7 ALD N33°00.75' W81°17.53' 134° 1.5 NM to fld.

VOR unusable:

360°-035° bto 3000'

036°-134° bto 6000'

135°-145° byd 10 NM bto 6000'

146°-216° bto 6000'

217°-314° bto 3000'

315°-325° byd 10 NM bto 3000'

326°-341° bto 3000'

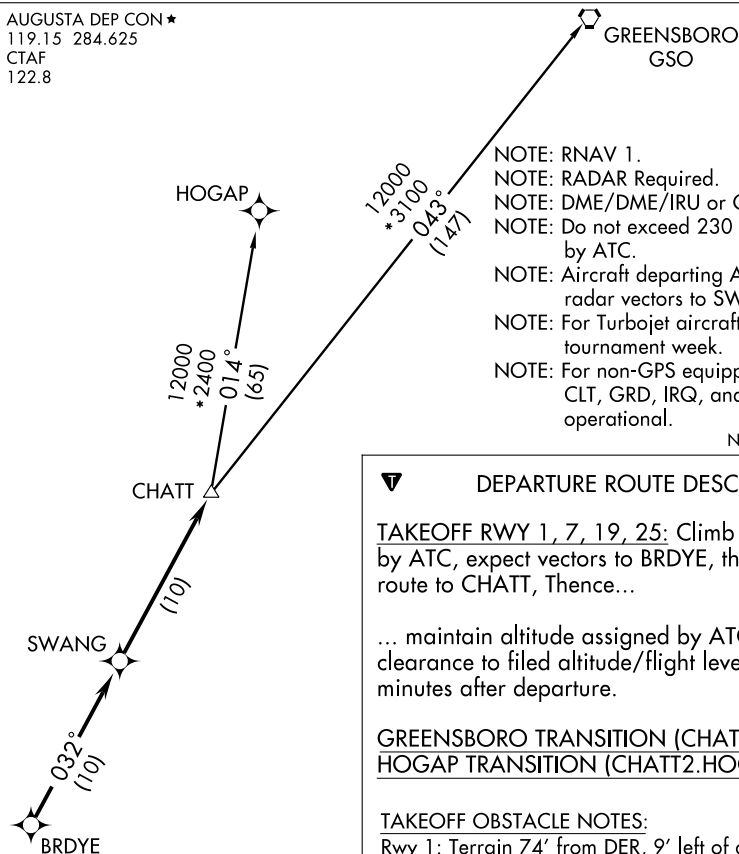
342°-359°

CHARLOTTE

H-9B, 12G, L-24I

IAP

AUGUSTA DEP CON ★  
119.15 284.625  
CTAF  
122.8



NOTE: RNAV 1.  
NOTE: RADAR Required.  
NOTE: DME/DME/IRU or GPS Required.  
NOTE: Do not exceed 230 KIAS until advised by ATC.  
NOTE: Aircraft departing AIK and AGS expect radar vectors to SWANG.  
NOTE: For Turbojet aircraft during Masters golf tournament week.  
NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

NOTE: Chart not to scale



### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT, Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):  
HOGAP TRANSITION (CHATT2.HOGAP):

### TAKEOFF OBSTACLE NOTES:

Rwy 1: Terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL. Numerous trees beginning 1,322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.

Rwy 7: Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL. Numerous trees beginning 1,230' from DER, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1,601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.

Rwy 19: Numerous trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.

Rwy 25: Tree 1,244' from DER, 766' right of centerline, 73' AGL/572 MSL. Tree 1,506' from DER, 661' left of centerline, 72' AGL/561' MSL.

### TAKEOFF MINIMUMS:

Rwy 7, 19, 25: STANDARD.  
Rwy 1: 200-1¼ or STANDARD with a minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.



## DOVER TWO DEPARTURE (RNAV)

AIKEN MUNI (AIK)  
AIKEN, SOUTH CAROLINA

SE-2, 23 SEP 2010 to 21 OCT 2010

AUGUSTA DEP CON ★  
119.15 284.625  
CTAF  
122.8

NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For non-GPS equipped aircraft: DBN and IRQ  
DMEs must be operational.

## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 1, 7, 19, 25:** Climb heading assigned by ATC, expect vectors to BEANS, then via depicted route to DOVER, then fly heading 156°, expect radar vectors. Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

## TAKEOFF OBSTACLE NOTES:

**Rwy 1:** Terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL. Numerous trees beginning 1,322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.

**Rwy 7:** Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL. Numerous trees beginning 1,230' from DER, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1,601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.

**Rwy 19:** Numerous trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.

**Rwy 25:** Tree 1,244' from DER, 766' right of centerline, 73' AGL/572' MSL. Tree 1,506' from DER, 661' left of centerline, 72' AGL/561' MSL.



## TAKEOFF MINIMUMS:

Rwys 7, 19, 25: STANDARD.

Rwy 1: 200-1/4 or STANDARD with minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' from departure end of runway.

BEANS



154°

(7)

SARDY



156°

(23)

DOVER



(5)

N

NOTE: Chart not to scale.

## DOVER TWO DEPARTURE (RNAV)

(DOVER2.DOVER) 08157

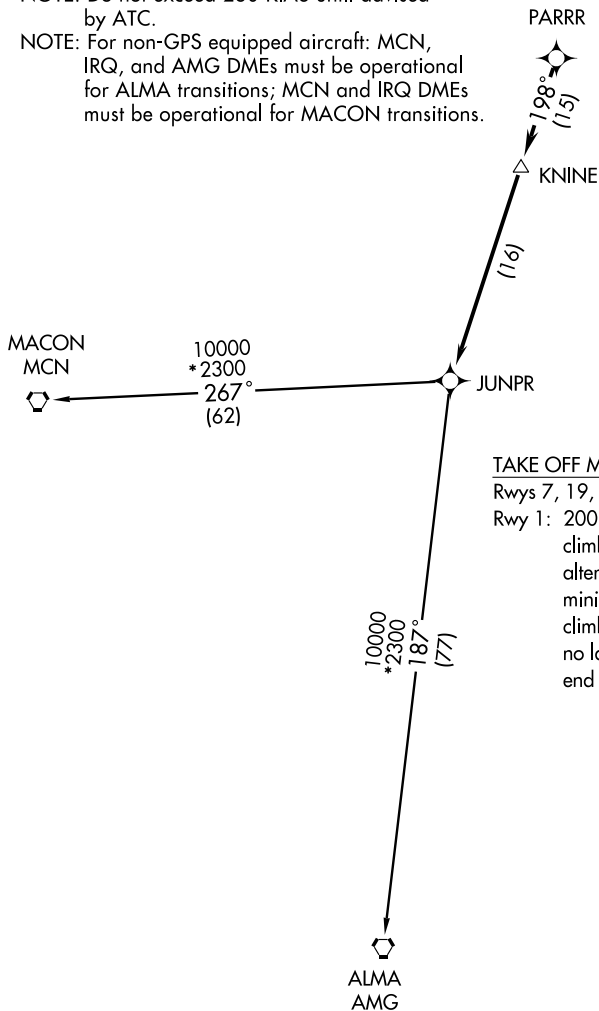
AIKEN, SOUTH CAROLINA  
AIKEN MUNI (AIK)

SE-2, 23 SEP 2010 to 21 OCT 2010

## JUNPR TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
119.15 284.625  
CTAF  
122.8

NOTE: RNAV 1.  
NOTE: RADAR Required.  
NOTE: DME/DME/IRU or GPS Required.  
NOTE: Do not exceed 230 KIAS until advised by ATC.  
NOTE: For non-GPS equipped aircraft: MCN, IRQ, and AMG DMEs must be operational for ALMA transitions; MCN and IRQ DMEs must be operational for MACON transitions.



## TAKE OFF MINIMUMS:

Rwys 7, 19, 25: STANDARD.

Rwy 1: 200-1¼ or STANDARD with minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' from departure end of runway.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## JUNPR TWO DEPARTURE (RNAV)

(JUNPR2.JUNPR) 08157

## JUNPR TWO DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to PARRR, then via depicted route to JUNPR. Thence. . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

ALMA TRANSITION (JUNPR2.AMG):

MACON TRANSITION (JUNPR2.MCN):

TAKEOFF OBSTACLE NOTES:

Rwy 1: Terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL. Numerous trees beginning 1,322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.

Rwy 7: Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL. Numerous trees beginning 1,230' from DER, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1,601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.

Rwy 19: Numerous trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.

Rwy 25: Tree 1,244' from DER, 766' right of centerline, 73' AGL/572' MSL. Tree 1,506' from DER, 661' left of centerline, 72' AGL/561' MSL.

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

# KAOLN THREE DEPARTURE (RNAV)

(KAOLN3.KAOLN) 09351

SL-5197 (FAA)

AIKEN MUNI (AIK)  
AIKEN, SOUTH CAROLINA

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb on assigned heading for radar vectors to PARRR, then via depicted route to KAOLN. Thence...

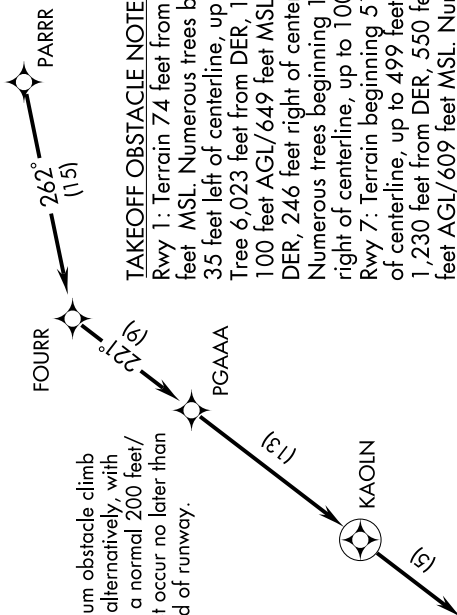
... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

AUGUSTA DEP CON ★  
Rwys 1, 7, 19, 25: 284.625  
CTAF  
122.8

### TAKE OFF MINIMUMS:

Rwys 7, 19, 25: Standard.

Rwy 1: 200-1/4 or Standard with minimum obstacle climb of 220 feet per NM to 800, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient; takeoff must occur no later than 1400 feet prior to departure end of runway.



### TAKEOFF OBSTACLE NOTES:

Rwy 1: Terrain 74 feet from DER, 9 feet left of centerline, 496 feet MSL. Numerous trees beginning 169 feet from DER, 35 feet left of centerline, up to 100 feet AGL/659 feet MSL. Tree 6,023 feet from DER, 1,609 feet left of centerline, up to 100 feet AGL/649 feet MSL. Terrain beginning 75 feet from DER, 246 feet right of centerline up to 496 feet MSL. Numerous trees beginning 1,322 feet from DER, 241 feet right of centerline, up to 100 feet AGL/609 feet MSL.

Rwy 7: Terrain beginning 51 feet from DER, 207 feet right of centerline, up to 499 feet MSL. Numerous trees beginning 1,230 feet from DER, 550 feet right of centerline, up to 100 feet AGL/609 feet MSL. Numerous trees beginning 1,601 feet from DER, 731 feet left of centerline, up to 56 feet AGL/563 feet MSL.

Rwy 19: Numerous trees beginning at DER, 110 feet right of centerline, up to 100 feet AGL/629 feet MSL. Numerous trees beginning 6 feet from DER, 82 feet left of centerline, up to 100 feet AGL/639 feet MSL.

Rwy 25: Tree 1,244 feet from DER, 766 feet right of centerline, 73 feet AGL/572 feet MSL. Tree 1,506 feet from DER, 661 feet left of centerline, 72 feet AGL/561 feet MSL.

NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Turbojet aircraft only.

NOTE: For non-GPS equipped aircraft: CAE and IRQ DMEs must be operational.

NOTE: For use during Masters Golf Tournament week only.

NOTE: Chart not to scale.

# KAOLN THREE DEPARTURE (RNAV)

(KAOLN3.KAOLN) 09351

AIKEN, SOUTH CAROLINA  
AIKEN MUNI (AIK)

|                       |                        |                             |   |
|-----------------------|------------------------|-----------------------------|---|
| NDB AIK<br><b>347</b> | APP CRS<br><b>223°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5500</b><br><b>494</b><br><b>528</b> |
|-----------------------|------------------------|-----------------------------|---|

**NDB RWY 25**

AIKEN MUNI (AIK)

▼ If local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDAs 120 feet.  
 ▲ NA Visibility reduction by helicopters NA. Inoperative table does not apply.

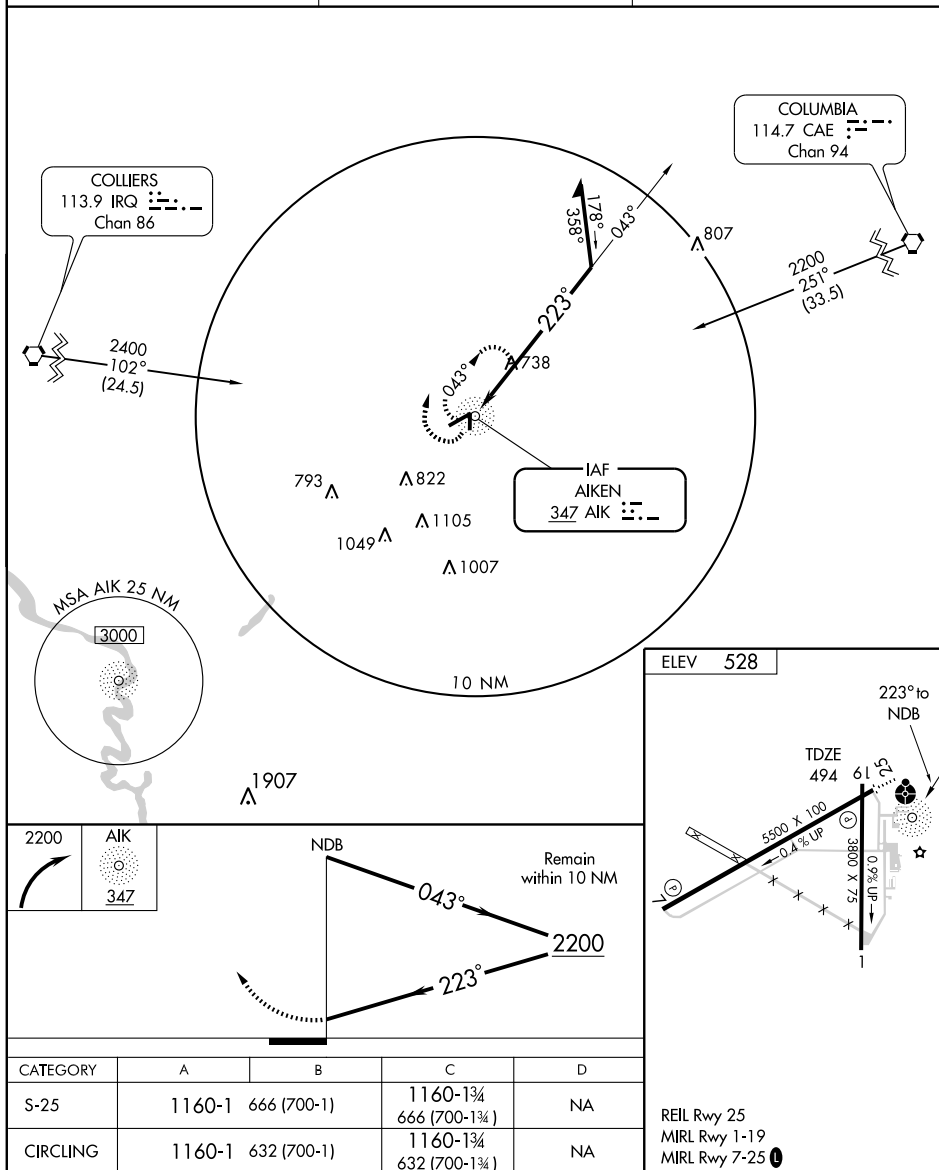


MISSED APPROACH: Climbing right turn to 2200 in AIK NDB holding pattern.

AWOS-3  
**118.025**

AUGUSTA APP CON ★  
**119.15 284.625**

UNICOM  
**122.8 (CTAF) 0**

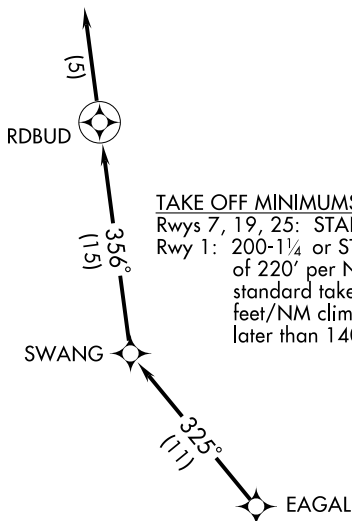


SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

## RDBUD TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
119.15 284.625  
CTAF  
122.8

**TAKE OFF MINIMUMS:**

Rwys 7, 19, 25: STANDARD.

Rwy 1: 200-1¼ or STANDARD with minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1400' from departure end of runway.

NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Prop aircraft only during Masters golf tournament week.



NOTE: Chart not to scale



## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 1, 7, 19, 25:** Climb heading assigned by ATC, expect vectors to EAGAL, then via depicted route to RDBUD, then fly heading 356°, Expect radar vectors. Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

**TAKEOFF OBSTACLE NOTES:**

**Rwy 1:** Terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL. Numerous trees beginning 1,322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.

**Rwy 7:** Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL. Numerous trees beginning 1,230' from DER, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1,601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.

**Rwy 19:** Numerous trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.

**Rwy 25:** Tree 1,244' from DER, 766' right of centerline, 73' AGL/572' MSL. Tree 1,506' from DER, 661' left of centerline, 72' AGL/561' MSL.

## RDBUD TWO DEPARTURE (RNAV)



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>90301</b><br><b>W07A</b> | APP CRS<br><b>066°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5500</b><br><b>515</b><br><b>528</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 7

AIKEN MUNI (AIK)



NA

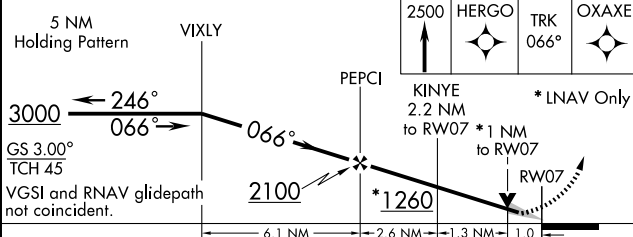
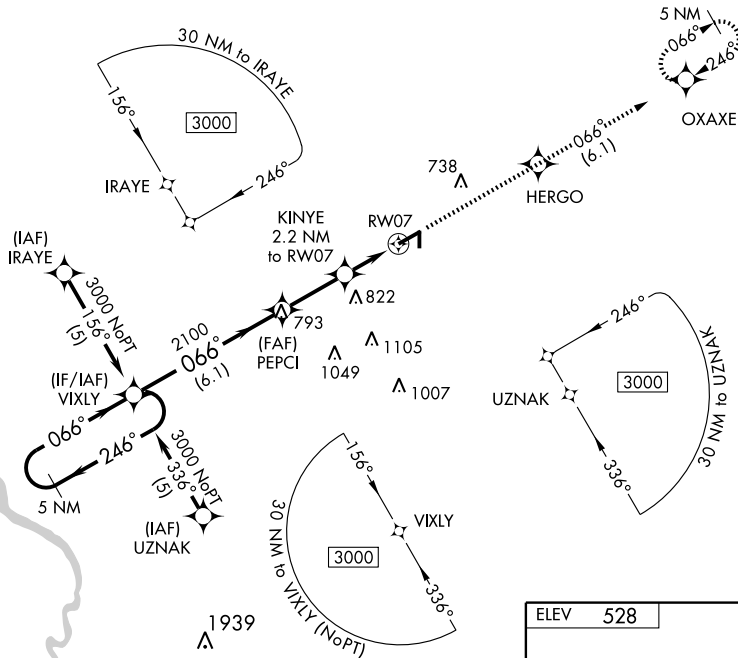
If local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase LPV DA to 869 feet, LNAV/VNAV DA to 944 feet, and all MDAs 120 feet. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Augusta Rgnl at Bush Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).

MISSED APPROACH: Climb to 2500 direct HERGO and via 066° track to OXAXE and hold.

AWOS-3  
**118.025**

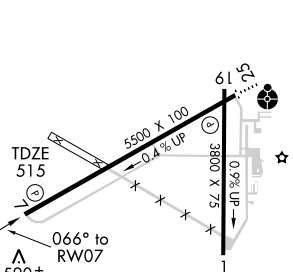
AUGUSTA APP CON \*  
**119.15 284.625**

UNICOM  
**122.8 (CTAF) 0**



| CATEGORY     | A                            | B                            | C                            | D  |
|--------------|------------------------------|------------------------------|------------------------------|----|
| LPV DA       | 765-3/4                      | 250 (300-3/4)                |                              | NA |
| LNAV/VNAV DA | 840-1 1/4                    | 325 (400-1 1/4)              |                              | NA |
| LNAV MDA     | 840-1                        | 325 (400-1)                  |                              | NA |
| CIRCLING     | 900-1 1/4<br>372 (400-1 1/4) | 980-1 1/4<br>452 (500-1 1/4) | 980-1 1/2<br>452 (500-1 1/2) | NA |

ELEV **528**



REIL Rwy 25  
MIRL Rwy 1-19  
MIRL Rwy 7-25 0

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>50301</b><br><b>W25A</b> | APP CRS<br><b>246°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5500</b><br><b>494</b><br><b>528</b> |
|--|------------------------|-----------------------------|---|

## RNAV (GPS) RWY 25

AIKEN MUNI (AIK)



NA

If local altimeter setting not received, used Augusta Rgnl at Bush Field altimeter setting and increase LPV DA to 865 feet, LNAV/VNAV DA to 1007 feet, and all MDAs 120 feet. DME/DME RNP-0.3 NA.

Inoperative table does not apply. Baro-VNAV NA when using Augusta Rgnl at Bush Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (205°F). Visibility reduction by helicopters NA.

ODALS

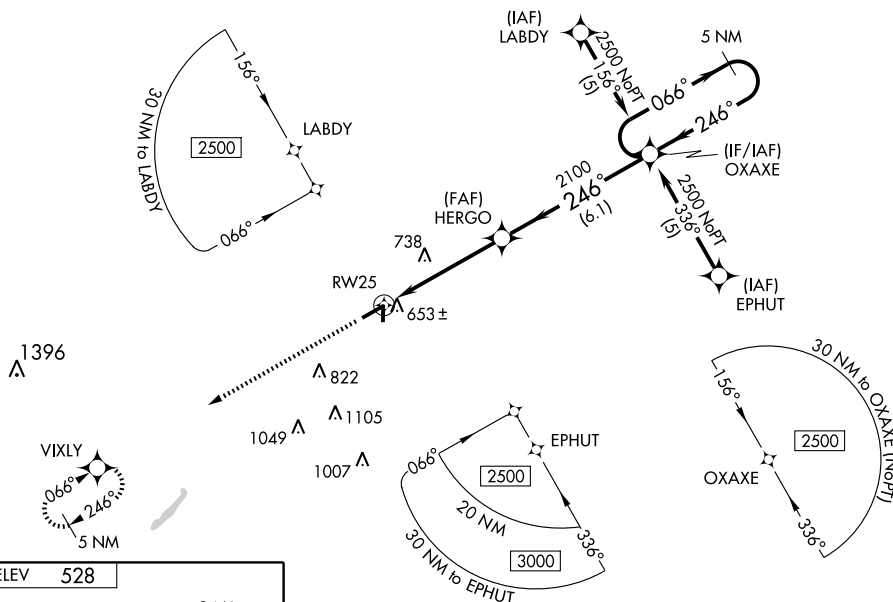


MISSED APPROACH: Climb to 3000 direct VIXLY and hold.

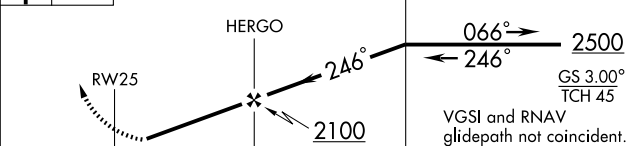
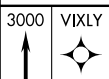
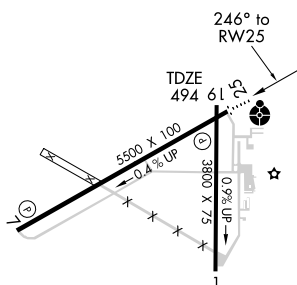
AWOS-3  
**118.025**

AUGUSTA APP CON ★  
**119.15 284.625**

UNICOM  
**122.8 (CTAF)**



ELEV 528



| CATEGORY     | A       | B            | C                       | D  |
|--------------|---------|--------------|-------------------------|----|
| LPV DA       | 761-1   | 267 (300-1)  |                         | NA |
| LNAV/VNAV DA | 903-1½  | 409 (400-1½) |                         | NA |
| LNAV MDA     | 1000-1  | 506 (500-1)  | 1000-1½<br>506 (500-1½) | NA |
| CIRCLING     | 1000-1½ | 472 (500-1½) |                         | NA |

REIL Rwy 25  
MIRL Rwy 1-19  
MIRL Rwy 7-25

AUGUSTA DEP CON ★

119.15 284.625

CTAF

122.8

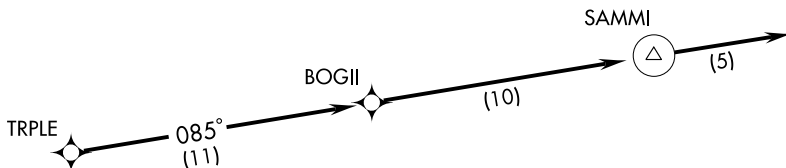
NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: Aircraft departing AIK and AGS expect radar vectors to SAMMI.



## TAKEOFF MINIMUMS:

Rwy 7, 19, 25: STANDARD.

Rwy 1: 200-1¼ or STANDARD with a minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.



NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC. Expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, Expect radar vectors. Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

## TAKEOFF OBSTACLE NOTES:

Rwy 1: Terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL. Numerous trees beginning 1,322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.

Rwy 7: Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL. Numerous trees beginning 1,230' from DER, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1,601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.

Rwy 19: Numerous trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.

Rwy 25: Tree 1,244' from DER, 766' right of centerline, 73' AGL/572' MSL. Tree 1,506' from DER, 661' left of centerline, 72' AGL/561' MSL.

|  |                        |                             |  |
|--|------------------------|-----------------------------|--|
| VORTAC IRQ<br><b>113.9</b><br>Chan <b>86</b> | APP CRS<br><b>102°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>528</b> |
|--|------------------------|-----------------------------|--|

**VOR/DME-A**  
AIKEN MUNI(AIK)

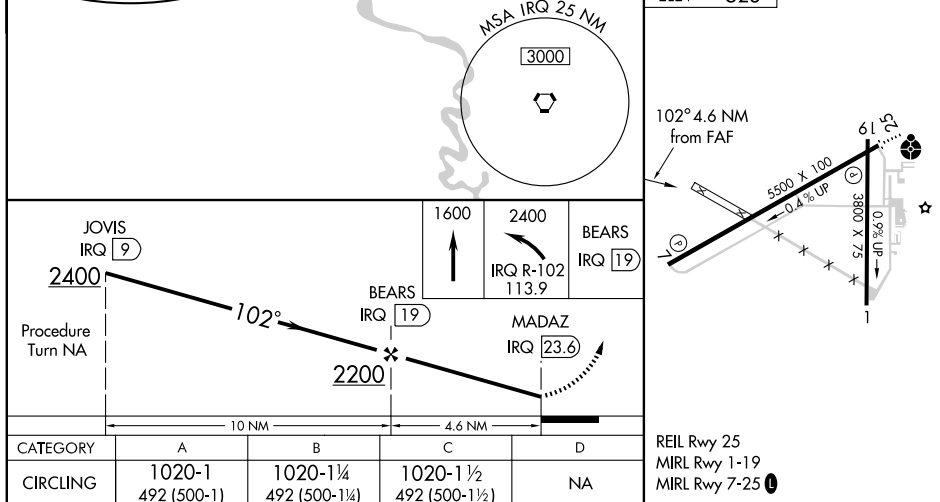
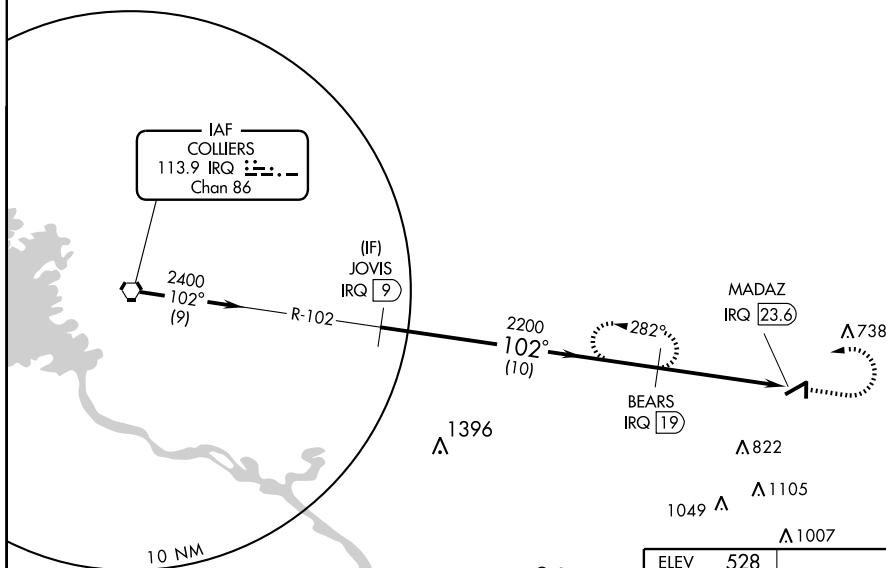
**NA** If local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDAs 120 feet.

**MISSED APPROACH:** Climb to 1600 then climbing left turn to 2400 via IRQ R-102 to BEARS 19 DME and hold.

AWOS-3  
**118.025**

AUGUSTA APP CON ★  
**119.15 284.625**

UNICOM  
**122.8 (CTAF)**



**AIKEN MUNI** (AIK) 6 N UTC-5(-4DT) N33°38.96' W81°41.10'

528 B S2 FUEL 100LL, JET A NOTAM FILE AND

RWY 07-25: H5500X100 (ASPH-AFSC) S-22, D-65, 2S-82 MIRL 0.4% up SW

RWY 07: PAPI(P2L)—GA 3.0° TCH 22'.

RWY 25: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 26'.

RWY 01-19: H3800X75 (ASPH-AFSC) S-22 MIRL 0.9% up S

RWY 01: Tree. RWY 19: Tree.

AIRPORT REMARKS: Attended 1100-2300Z†. ACTIVATE MIRL Rwy 07-25 and ODALS Rwy 25—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.025 (803) 643-8664.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.45 (ANDERSON RADIO)

Ⓡ AUGUSTA APP/DEP CON 119.15 (1145-0400Z†)

Ⓡ COLUMBIA APP/DEP CON 124.15 (0400-1145Z†)

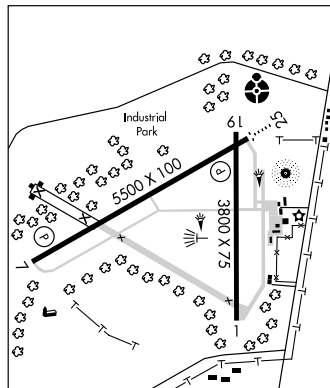
RADIO AIDS TO NAVIGATION: NOTAM FILE AND

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44'

W82°09.72' 102° 24.1 NM to fld. 428/04W.

NDB (MHW) 347 AIK N33°39.11' W81°40.62' at fld.

Unmonitored 2300-1300Z†.



CHARLOTTE

H-9B, 12G, L-24I

IAP

**ALCOT** N34°10.44' W79°51.15' NOTAM FILE FLO.

NDB (LOM) 335 FL 089° 6.4 NM to Florence Rgnl.

CHARLOTTE

**ALLENDALE CO** (88J) 2 SE UTC-5(-4DT) N32°59.71' W81°16.21'

161 B FUEL 100LL, JET A NOTAM FILE AND

RWY 17-35: H5005X75 (ASPH) S-26, D-34 MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 26'. Tree.

RWY 35: PAPI(P2L)—GA 3.0° TCH 26'.

AIRPORT REMARKS: Attended 1300-2200Z†. For fuel or svc after hrs call 803-584-2060. 5' drainage structure located 1220' from Rwy 17 thld and 75' left. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 116.7T (ANDERSON RADIO)

Ⓡ JAX CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

VANCE (L) VORTAC 110.4 VAN Chan 41 N33°28.49' W80°26.92' 241° 50.4 NM to fld. 140/06W.

(L) VOR 116.7 ALD N33°00.75' W81°17.53' 134° 1.5 NM to fld.

VOR unusable:

360°-035° blo 3000'

036°-134° blo 6000'

135°-145° byd 10 NM blo 6000'

146°-216° blo 6000'

217°-314° blo 3000'

315°-325° byd 10 NM blo 3000'

326°-341° blo 3000'

342°-359°

CHARLOTTE

H-9B, 12G, L-24I

IAP

APP CRS **168°**  
Rwy Idg **5005**  
TDZE **161**  
Apt Elev **161**

# GPS RWY 17

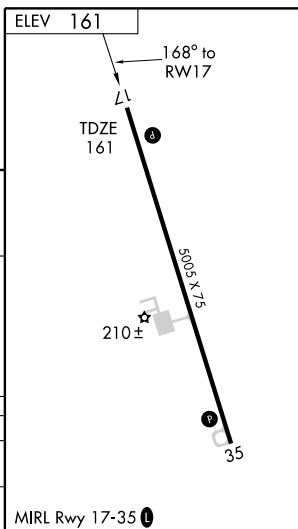
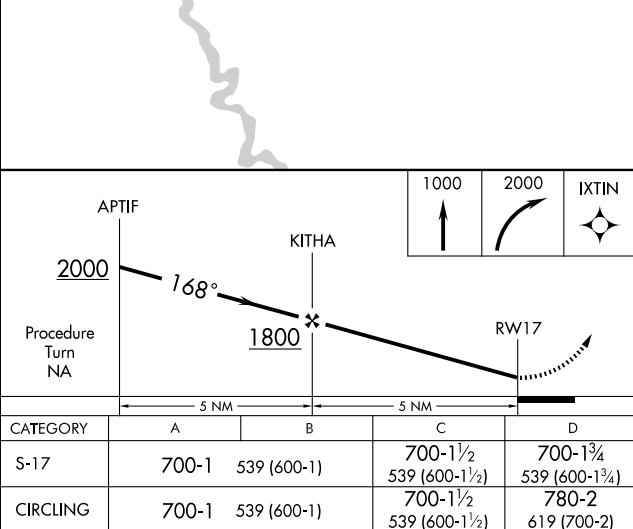
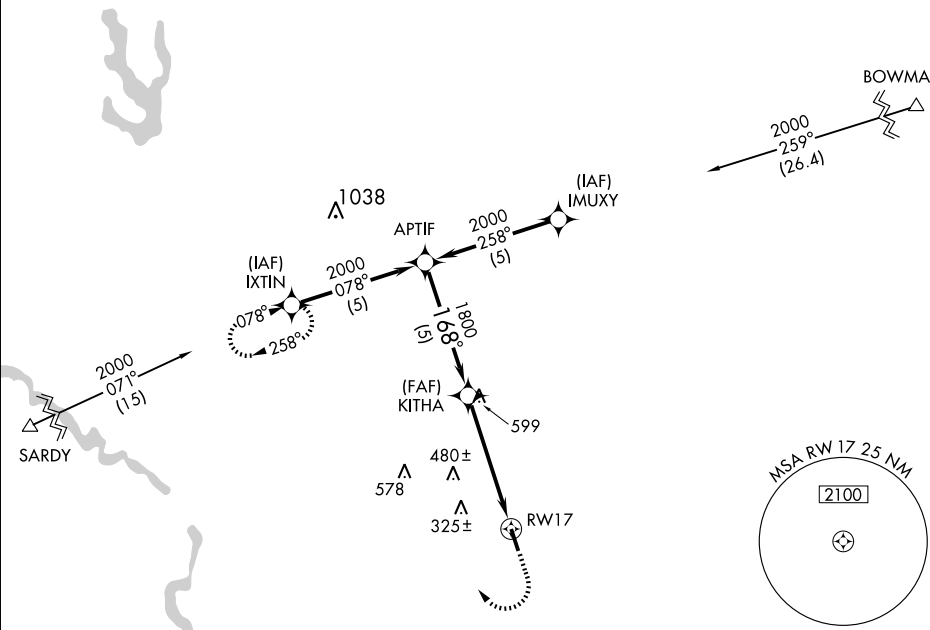
ALLENDALE COUNTY (88J)

**▽**  
**▲** NA Use Augusta, Ga. altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct IXTIN WP and hold.

JACKSONVILLE CENTER  
**132.5 363.2**

UNICOM  
**122.8 (CTAF) 0**



APP CRS **348°**  
Rwy Idg **5005**  
TDZE **161**  
Apt Elev **161**

# GPS RWY 35

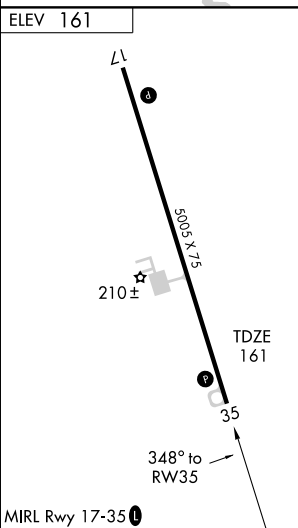
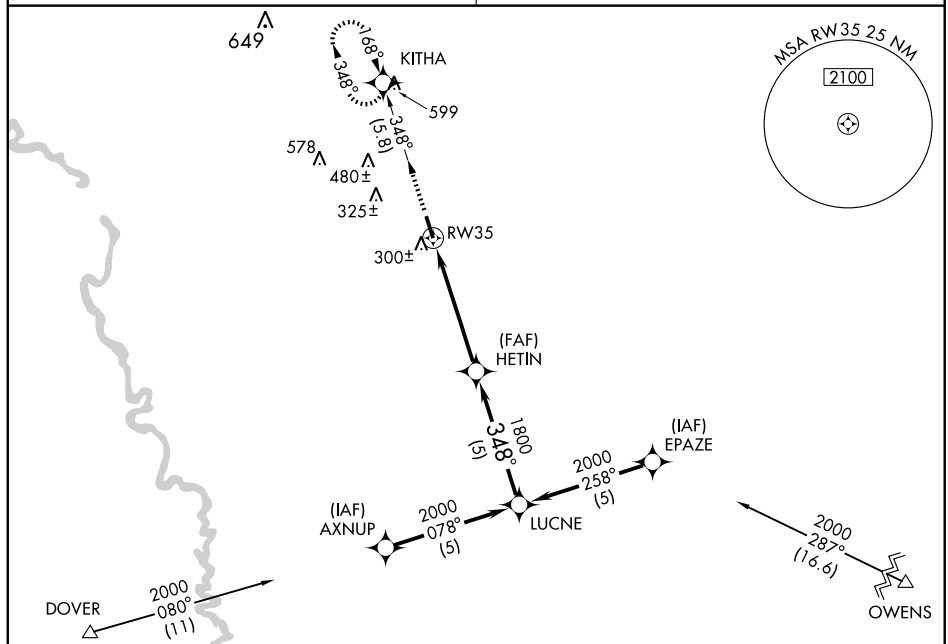
ALLENDALE COUNTY (88J)

**▽**  
**△ NA** Use Augusta, Ga. altimeter setting.

MISSED APPROACH: Climb to 2000 via 348° course to KITHA WP and hold.

JACKSONVILLE CENTER  
**132.5 363.2**

UNICOM  
**122.8 (CTAF) 0**



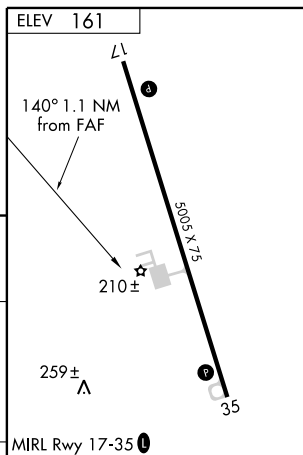
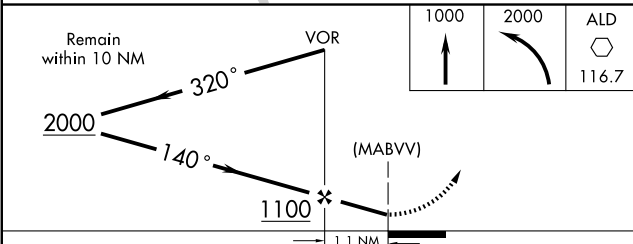
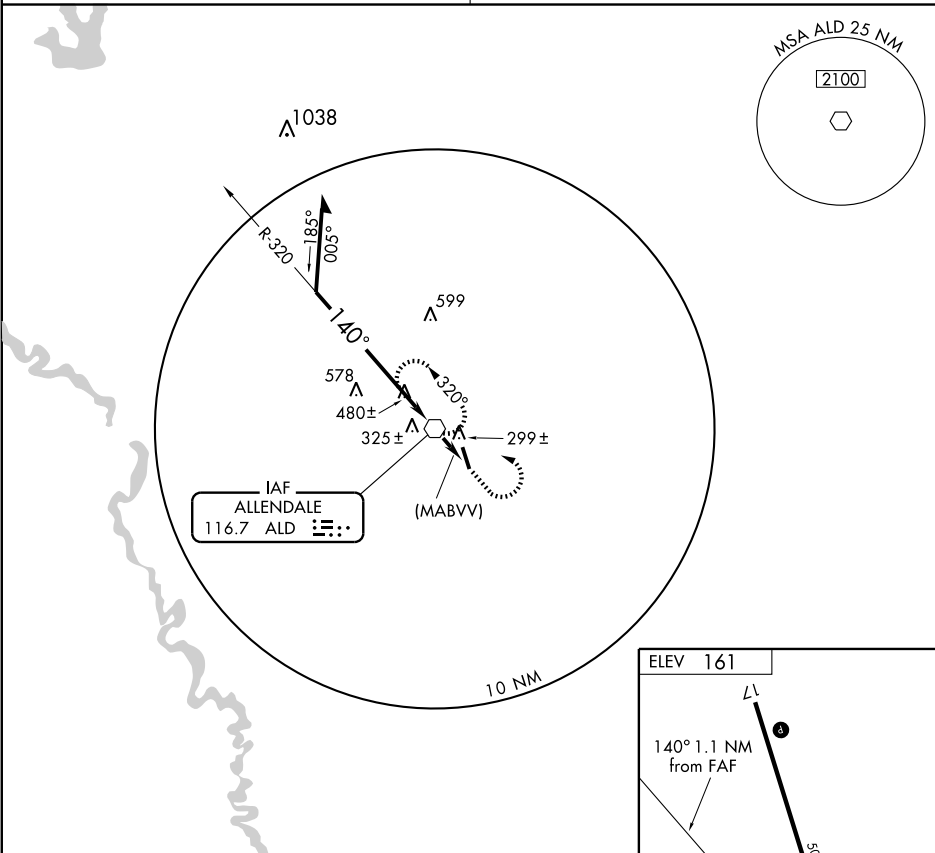
| 2000<br>↑<br>CRS 348° |       | KITHA       |                        | LUCNE                  |  |
|-----------------------|-------|-------------|------------------------|------------------------|--|
|                       |       | RW35        |                        | HETIN                  |  |
|                       |       |             |                        | 2000                   |  |
|                       |       |             |                        | 1800                   |  |
|                       |       |             |                        | 348°                   |  |
|                       |       |             |                        | Procedure Turn NA      |  |
|                       |       |             |                        | 5 NM                   |  |
|                       |       |             |                        | 5 NM                   |  |
| CATEGORY              | A     | B           | C                      | D                      |  |
| S-35                  | 660-1 | 499 (500-1) | 660-1¼<br>499 (500-1¼) | 660-1½<br>499 (500-1½) |  |
| CIRCLING              | 700-1 | 539 (600-1) | 700-1½<br>539 (600-1½) | 780-2<br>619 (700-2)   |  |

|                         |                        |                             |  |
|-------------------------|------------------------|-----------------------------|--|
| VOR ALD<br><b>116.7</b> | APP CRS<br><b>140°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>161</b> |
|-------------------------|------------------------|-----------------------------|--|

# VOR or GPS-A

ALLENDALE COUNTY (88J)

|   |   |
|---|---|
| <p><b>V</b><br/><b>NA</b></p> <p>Use Augusta altimeter setting.</p> | <p>MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct ALD VOR and hold.</p> |
| <p>JACKSONVILLE CENTER</p> <p><b>132.5 363.2</b></p>                | <p>UNICOM</p> <p><b>122.8 (CTAF) 0</b></p>  |



| CATEGORY | A     | B           | C                      | D                    | FAF to MAP 1.1 NM |      |      |      |      |      |
|----------|-------|-------------|------------------------|----------------------|-------------------|------|------|------|------|------|
| CIRCLING | 700-1 | 539 (600-1) | 700-1½<br>539 (600-1½) | 740-2<br>579 (600-2) | Knots             | 60   | 90   | 120  | 150  | 180  |
|          |       |             |                        |                      | Min:Sec           | 1:06 | 0:44 | 0:33 | 0:26 | 0:22 |



**ANDERSON RGNL** (AND) 3 SW UTC-5(-4DT) N34°29.68' W82°42.56'

ATLANTA

782 B S4 FUEL 100LL, JET A OX 4 Class I, ARFF Index A NOTAM FILE AND

H-9B, 12G, L-25C

Rwy 05-23: H6002X149 (ASPH) S-50.5, D-67.5, 2S-85 HIRL

IAP

Rwy 05: MALSR. PAPI(P4L). Trees.

Rwy 23: SAVASI(S2L)—GA 3.0°TCH 30'. Trees.

Rwy 17-35: H4996X149 (ASPH) S-16.5, D-23 0.9% up N

Rwy 17: Trees.

Rwy 35: Trees.

**AIRPORT REMARKS:** Attended 1230-0030Z†. For svc call 864-260-4163. Arpt unattended Thanksgiving, Christmas and New Years Day. After hours, 100LL fuel avbl by self-service. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 864-260-4163. Rwy 17-35 not avbl for air carrier use. Rwy 17-35 widespread cracks. Wildlife on and in/ov arpt, more active at dusk and dawn. Profile of Rwy 05-23 restricts visibility from thld Rwy 05 to thld Rwy 23. Twy lgs from apron to Rwy 05 only. ACTIVATE HIRL Rwy 05-23, MALSR Rwy 05—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.675 (864) 226-9522.

**COMMUNICATIONS:** CTAF 123.6 UNICOM 122.95

RCO 123.6 122.2 (ANDERSON RADIO)

Ⓡ GREER APP/DEP CON 118.8 (1100-0445Z†)

ATLANTA CENTER APP/DEP CON 127.5 (0445-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND. VHF/DF ctc FSS.

ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15' W82°47.08' 040° 5.9 NM to fld. 736/00E.

ILS 111.9 I-AND Rwy 05. Class IB.

**COMM/NAV/WEATHER REMARKS:** Ctc Anderson Radio for airport advisory service on 123.6.

HELIPAD H1: H50X50 (CONC) S-30

HELIPAD H2: H50X50 (CONC) S-30

**HELIPORT REMARKS:** Helicopters with skids are restricted to land on helipads or grassed areas. ACTIVATE perimeter lgs H1 and H2—CTAF.

**ANDREWS** N33°27.09' W079°31.64' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 255 PHH at Robert F. Swinnie. Unusable byd 20 NM.

L-24I

## ANDREWS

**ROBERT F SWINNIE** (PHH) 2 E UTC-5(-4DT) N33°27.10' W79°31.57'

CHARLOTTE

26 B NOTAM FILE AND

L-24I

Rwy 18-36: H3001X60 (ASPH) S-11, D-22 MIRL 0.3% up S

IAP

Rwy 18: VASI(V2L)—GA 3.0° TCH 38'. Tree.

Rwy 36: VASI(V2L)—GA 3.0° TCH 34'.

**AIRPORT REMARKS:** Unattended. Rwy 18-36 MIRL OTS indef.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ MYRTLE BEACH APP/DEP CON 127.4 (1100-0400Z†)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

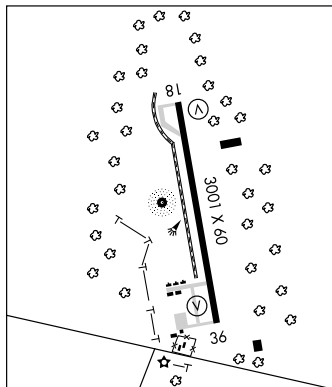
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66'

W80°02.27' 043° 42.2 NM to fld. 39/05W. HIWAS.

ANDREWS NDB (MHW) 255 PHH N33°27.09' W079°31.64'

at fld. Unusable byd 20 NM. NOTAM FILE AND.



**ASHLY** N32°58.58' W80°05.85' NOTAM FILE CHS.

CHARLOTTE

NDB (HW/LQM) 329 CH 153° 5.5 NM to Charleston AFB/Intl.

H-9C, 12G, L-23A, 24

|                           |                        |                             |   |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-AND<br><b>111.9</b> | APP CRS<br><b>051°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6002</b><br><b>758</b><br><b>782</b> |
|---------------------------|------------------------|-----------------------------|---|

# ILS or LOC RWY 5

ANDERSON RGNL (AND)

**▼** If local altimeter setting not received, use  
**▲** Clemson altimeter setting and increase all  
DAs/MDAs 60 feet.



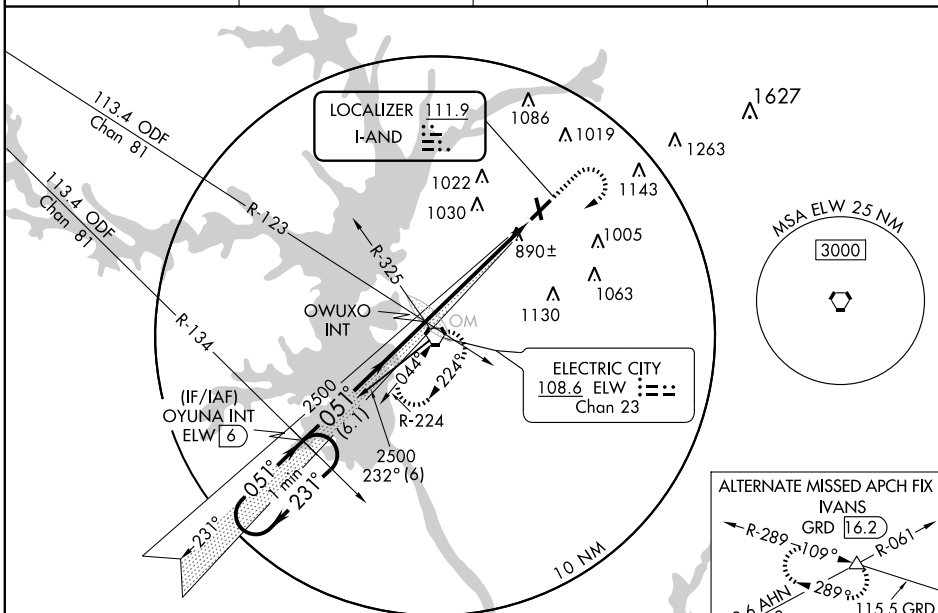
MISSED APPROACH: Climb to 1600 then climbing  
right turn to 2500 direct ELW VORTAC and hold.

ASOS  
**120.675**

GREER APP CON★  
**118.8 385.4**

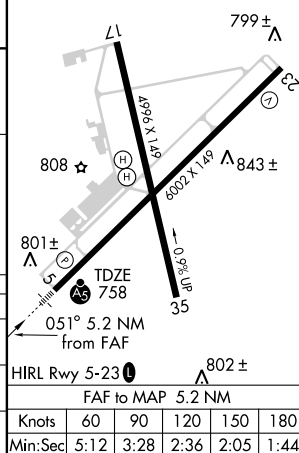
CTAF  
**123.60**

UNICOM  
**122.95**



ELEV 782

820±



One Minute  
Holding Pattern

OYUNA INT  
ELW 6

OWUXO INT

2500

231°

051°

GS 3.00°  
TCH 53

2500

2500

1600

2500

ELW

108.6

VGSI and ILS glidepath  
not coincident.

CATEGORY

A

B

C

D

S-ILS 5

958-1/2 200 (200-1/2)

S-LOC 5

1200-1/2 442 (500-1/2)

1200-3/4 442 (500-3/4)

1200-1 442 (500-1)

CIRCLING

1260-1 478 (500-1)

1260-1/2 478 (500-1/2)

1340-2 558 (600-2)

|  |                        |   |   |
|--|------------------------|---|---|
| WAAS<br>CH <b>62901</b><br><b>W05A</b> | APP CRS<br><b>051°</b> | Rwy Idg<br>TDZE <b>758</b><br>Apt Elev <b>782</b> | <b>6002</b><br><b>758</b><br><b>782</b> |
|--|------------------------|---|---|

## RNAV (GPS) RWY 5

ANDERSON RGNL (AND)

▼ If local altimeter setting not received, use Clemson  
altimeter setting and increase all DAs/MDAs 60 feet.  
▲ DME/DME RNP-0.3 NA.

MALSR



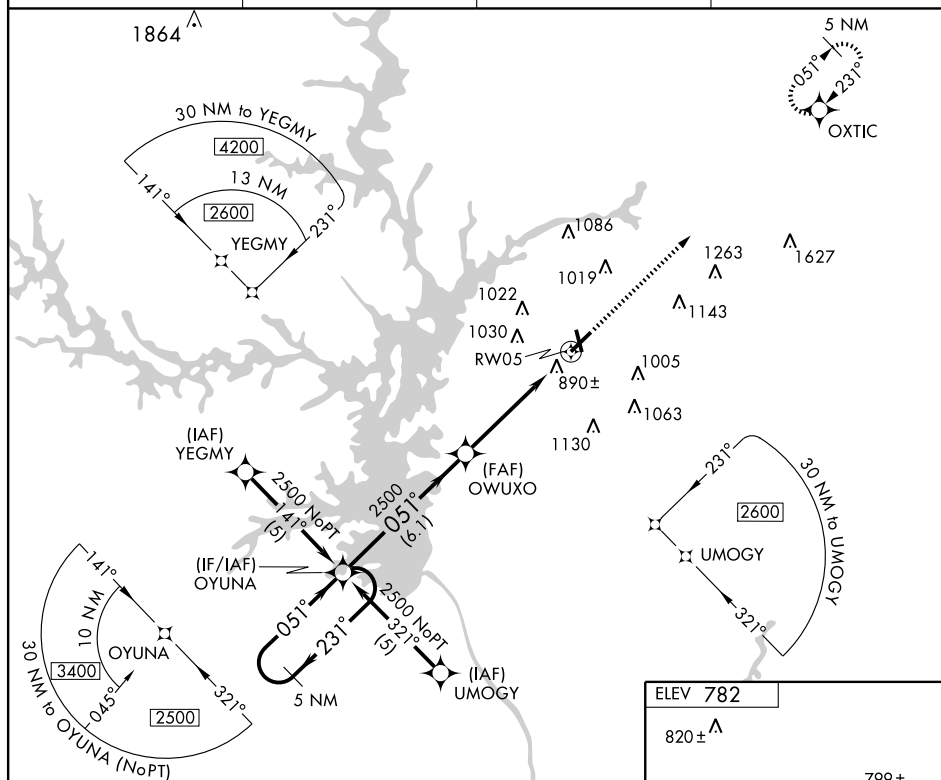
MISSED APPROACH: Climb to  
3000 direct OXTIC and hold.

ASOS  
**120.675**

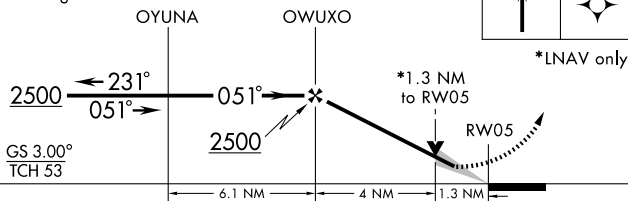
GREER APP CON ★  
**118.8 385.4**

CTAF  
**123.6**

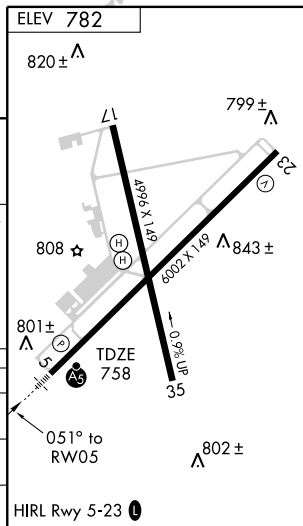
UNICOM  
**122.95**



5 NM Holding Pattern VGSI and RNAV glidepath not coincident.



| CATEGORY | A        | B             | C                         | D                     |
|----------|----------|---------------|---------------------------|-----------------------|
| LPV DA   | 958-1/2  |               | 200 (200-1/2)             |                       |
| LNAV MDA | 1200-1/2 | 442 (500-1/2) | 1200-3/4<br>442 (500-3/4) | 1200-1<br>442 (500-1) |
| CIRCLING | 1260-1   | 478 (500-1)   | 1260-1/2<br>478 (500-1/2) | 1340-2<br>558 (600-2) |



ANDERSON, SOUTH CAROLINA

Amdt 1A 10098

34° 30' N - 82° 43' W

ANDERSON RGNL (AND)

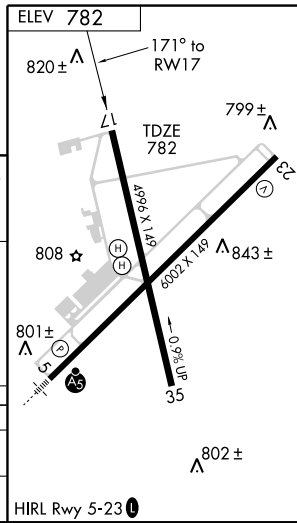
RNAV (GPS) RWY 5

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 17  
ANDERSON RGNL (AND)

**MISSED APPROACH:** Climb to 2500 direct ZAROM and hold.

UNICOM  
122.95

| CATEGORY | A      | B           | C  | D                          |
|----------|--------|-------------|--|----------------------------|
| LNAB MDA | 1200-1 | 418 (500-1) | 1200-1 $\frac{1}{4}$                               | 418 (500-1 $\frac{1}{4}$ ) |
| CIRCLING | 1260-1 | 478 (500-1) | 1260-1 $\frac{1}{2}$<br>478 (500-1 $\frac{1}{2}$ ) | 1340-2<br>558 (600-2)      |

APP CRS **231°**  
Rwy ldg **6002**  
TDZE **754**  
Apt Elev **782**

**RNAV (GPS) RWY 23**

ANDERSON RGNL (AND)

▼ If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.  
▲ DME/DME RNP-0.3 NA.

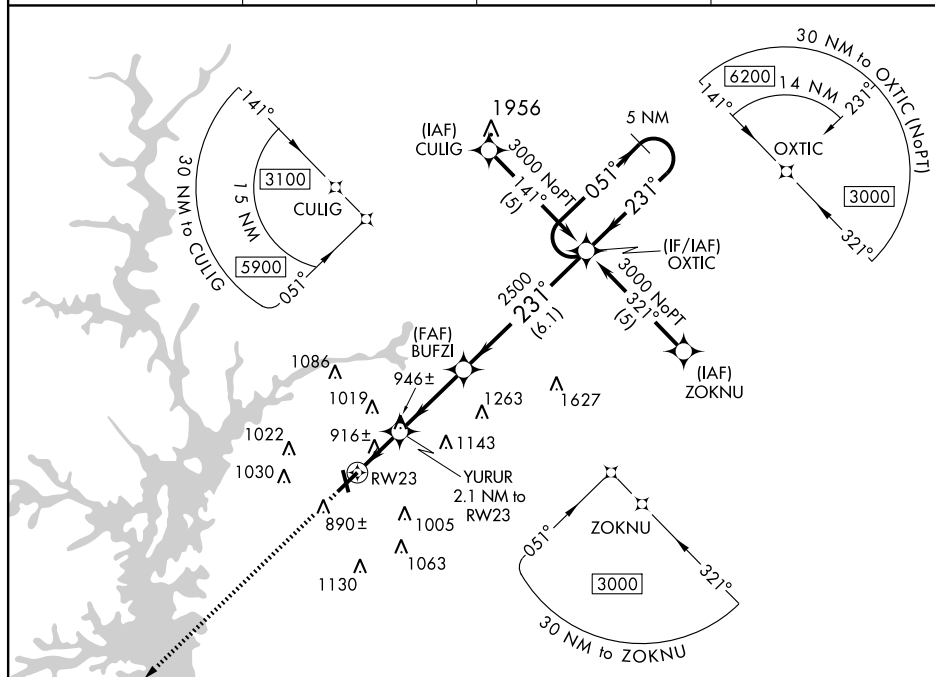
MISSED APPROACH: Climb to 2500 direct OYUNA and hold.

ASOS  
**120.675**

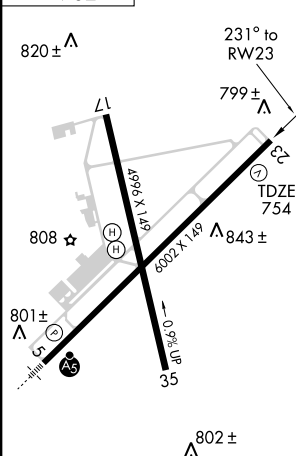
GREER APP CON ★  
**118.8 385.4**

CTAF  
**123.6**

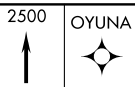
UNICOM  
**122.95**



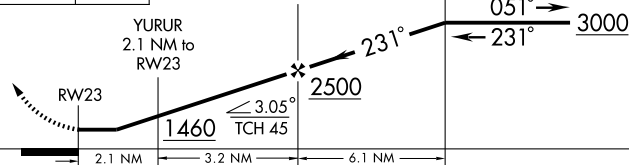
ELEV 782



MISSED APCH FIX OYUNA



VGSI and descent  
angles not coincident.



HIRL Rwy 5-23

ANDERSON, SOUTH CAROLINA  
Orig 10098

34° 30' N - 82° 43' W

ANDERSON RGNL (AND)

**RNAV (GPS) RWY 23**

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>351°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4996</b><br><b>762</b><br><b>782</b> |
|------------------------|-----------------------------|---|

## RNAV (GPS) RWY 35

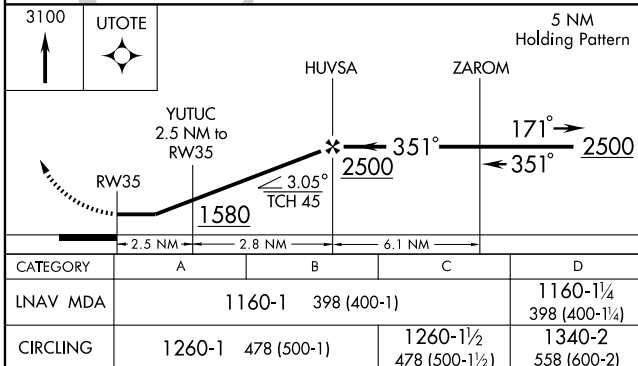
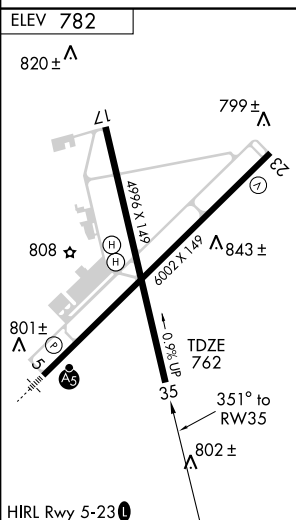
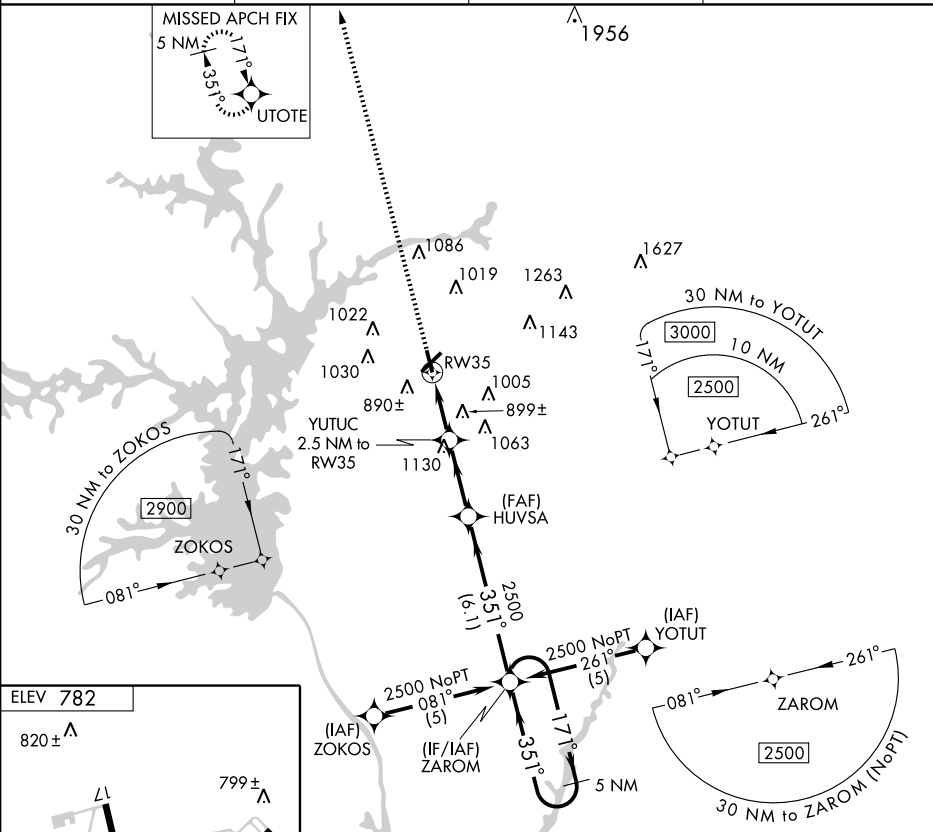
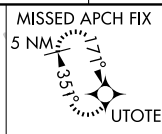
ANDERSON RGNL (AND)

- T** If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.
- A** Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3100 direct UTOTE and hold.

ASOS  
120.675

GREER APP CON ★  
118.8 385.4

CTAF  
123.6 LUNICOM  
122.95

ANDERSON, SOUTH CAROLINA  
Orig 10098

34° 30' N - 82° 43' W

ANDERSON RGNL (AND)  
RNAV (GPS) RWY 35

SE-2. 23 SEP 2010 to 21 OCT 2010



**ANDERSON RGNL** (AND) 3 SW UTC-5(-4DT) N34°29.68' W82°42.56'

ATLANTA

782 B S4 FUEL 100LL, JET A OX 4 Class I, ARFF Index A NOTAM FILE AND

H-9B, 12G, L-25C

Rwy 05-23: H6002X149 (ASPH) S-50.5, D-67.5, 2S-85 HIRL

IAP

Rwy 05: MALSR. PAPI(P4L). Trees.

Rwy 23: SAVASI(S2L)—GA 3.0°TCH 30'. Trees.

Rwy 17-35: H4996X149 (ASPH) S-16.5, D-23 0.9% up N

Rwy 17: Trees.

Rwy 35: Trees.

**AIRPORT REMARKS:** Attended 1230-0030Z†. For svc call 864-260-4163. Arpt unattended Thanksgiving, Christmas and New Years Day. After hours, 100LL fuel avbl by self-service. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 864-260-4163. Rwy 17-35 not avbl for air carrier use. Rwy 17-35 widespread cracks. Wildlife on and in/ov arpt, more active at dusk and dawn. Profile of Rwy 05-23 restricts visibility from thld Rwy 05 to thld Rwy 23. Twy lgs from apron to Rwy 05 only. ACTIVATE HIRL Rwy 05-23, MALSR Rwy 05—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.675 (864) 226-9522.

**COMMUNICATIONS:** CTAF 123.6 UNICOM 122.95

RCO 123.6 122.2 (ANDERSON RADIO)

Ⓡ GREER APP/DEP CON 118.8 (1100-0445Z†)

ATLANTA CENTER APP/DEP CON 127.5 (0445-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND. VHF/DF etc FSS.

ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15' W82°47.08' 040° 5.9 NM to fld. 736/00E.

ILS 111.9 I-AND Rwy 05. Class IB.

**COMM/NAV/WEATHER REMARKS:** Ctc Anderson Radio for airport advisory service on 123.6.

HELIPAD H1: H50X50 (CONC) S-30

HELIPAD H2: H50X50 (CONC) S-30

**HELIPORT REMARKS:** Helicopters with skids are restricted to land on helipads or grassed areas. ACTIVATE perimeter lgs H1 and H2—CTAF.

**ANDREWS** N33°27.09' W079°31.64' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 255 PHH at Robert F. Swinnie. Unusable byd 20 NM.

L-24I

## ANDREWS

**ROBERT F SWINNIE** (PHH) 2 E UTC-5(-4DT) N33°27.10' W79°31.57'

CHARLOTTE

26 B NOTAM FILE AND

L-24I

Rwy 18-36: H3001X60 (ASPH) S-11, D-22 MIRL 0.3% up S

IAP

Rwy 18: VASI(V2L)—GA 3.0° TCH 38'. Tree.

Rwy 36: VASI(V2L)—GA 3.0° TCH 34'.

**AIRPORT REMARKS:** Unattended. Rwy 18-36 MIRL OTS indef.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ MYRTLE BEACH APP/DEP CON 127.4 (1100-0400Z†)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

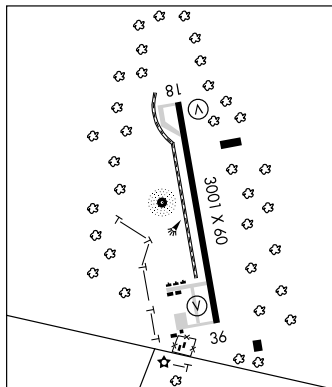
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66'

W80°02.27' 043° 42.2 NM to fld. 39/05W. HIWAS.

ANDREWS NDB (MHW) 255 PHH N33°27.09' W079°31.64'

at fld. Unusable byd 20 NM. NOTAM FILE AND.



**ASHLY** N32°58.58' W80°05.85' NOTAM FILE CHS.

CHARLOTTE

NDB (HW/LQM) 329 CH 153° 5.5 NM to Charleston AFB/Intl.

H-9C, 12G, L-23A, 24



|                   |             |          |             |
|-------------------|-------------|----------|-------------|
| NDB PHH           | APP CRS     | Rwy Idg  | <b>3001</b> |
| <b><u>255</u></b> | <b>354°</b> | TDZE     | <b>27</b>   |
|                   |             | Apt Elev | <b>27</b>   |

NDB RWY 36

ANDREWS/ ROBERT F. SWINNIE (PHH)



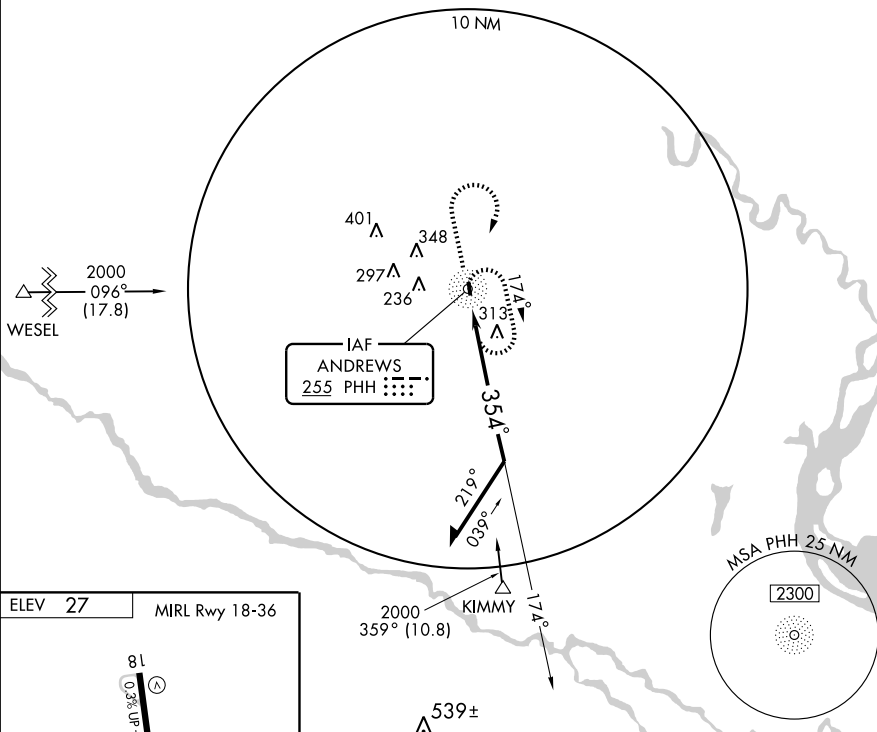
ANA

Use Myrtle Beach altimeter setting.

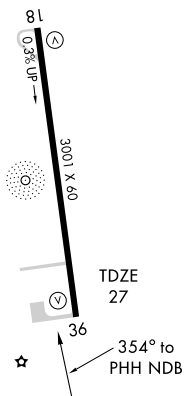
**MISSED APPROACH:** Climbing to 1100 then climbing right turn to 2000 direct to PHH NDB and hold

MYRTLE BEACH AWOS-3  
124.5




MYRTLE BEACH APP CON  
127.4 257.95

CTAF  
122.9

|         |                |
|---------|----------------|
| ELEV 27 | MIRL Rwy 18-36 |
|---------|----------------|



|         |    |    |     |     |     |
|---------|----|----|-----|-----|-----|
| Knots   | 60 | 90 | 120 | 150 | 180 |
| Min:Sec |    |    |     |     |     |

|   |   |   |
|---|---|---|
| 1100  | 2000  | PHH   |
|  |  |  |
|   |   | 255   |

ND

Remain  
within 10 NM

2000

| CATEGORY | A     | B           | C                    | D  |
|----------|-------|-------------|----------------------|----|
| S-36     | 740-1 | 713 (800-1) | 740-2<br>713 (800-2) | NA |
| CIRCLING | 740-1 | 713 (800-1) | 740-2<br>713 (800-2) | NA |

ANDREWS, SOUTH CAROLINA

Orig 02332

ANDREWS/ROBERT F. SWINNIE (PHH)

33° 27'N-79° 32'W

NDB RWY 36

**SE-2, 23 SEP 2010 to 21 OCT 2010**

SE-2. 23 SEP 2010 to 21 OCT 2010

**BAMBERG CO** (99N) 5 W UTC-5(-4DT) N33°18.27' W81°06.51'

CHARLOTTE  
L-241

231 B NOTAM FILE AND

RWY 05-23: H3603X60 (ASPH) S-30 D-60 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 23: PAPI(P2L)—GA 3.0° TCH 40'.

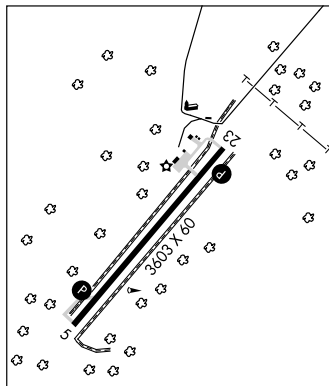
**AIRPORT REMARKS:** Unattended. MIRL Rwy 05-23 opr dusk-0300Z+, after 0300Z+ ACTIVATE MIRL and PAPI Rwy 05-23—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OGB.

EDISTO (T) VORW/DME 111.4 EDS Chan 51 N33°27.34'

W80°51.51' 239° 15.5 NM to fld. 189/05W.



**BARNWELL RGNL** (BNL) 1 NW UTC-5(-4DT) N33°15.48' W81°23.28'

CHARLOTTE

246 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-241

RWY 05-23: H4835X70 (ASPH) S-12

RWY 23: Rgt tfc.

RWY 17-35: H5119X100 (ASPH) S-20, D-60 MIRL

RWY 17: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 52'. Tree. Rgt tfc.

RWY 35: PAPI(P2L)—GA 3.0° TCH 45'. Tree.

**AIRPORT REMARKS:** Attended 1400-2200Z+. Self svc fuel and 93 octane avbl with credit card. Rwy 05-23 pavement cracked with grass growing through producing loose stones. ACTIVATE ODALS Rwy 17, MIRL Rwy 17-35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.775 (803) 259-4536.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

JACKSONVILLE CENTER APP/DEP CON 132.5

GCO 125.725 (JACKSONVILLE CLNC)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CAE.

COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44' W81°03.24' 207° 39.6 NM to fld. 400/02W.

**BEAUFORT CO** (ARW) 3 SE UTC-5(-4DT) N32°24.73' W80°38.06'

CHARLOTTE

9 B FUEL 100LL, JET A TPA-1009(1000) NOTAM FILE AND

L-24H

RWY 07-25: H3434X75 (ASPH) S-12.5 MIRL

RWY 07: PAPI(P2L)—GA 3.45° TCH 29'. Rgt tfc.

RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 21'.

**AIRPORT REMARKS:** Attended 1200-0000Z+. Self svc fuel avbl 24 hrs.

Parachute Jumping. Deer, seagulls and geese on and in/ov arpt.

Rwy 25 has 5' bushes 100' from thld. P-lines 100' located

2400' SW AER 07. Rwy 07 PAPI OTS indef. MIRL Rwy 07-25

preset low ints, to increase ints—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.675 (843) 524-1000.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ BEAUFORT APP/DEP CON 118.45 Mon-Thur (1200-0400Z+), Fri (1200-2300Z+), Clsd holidays.

JACKSONVILLE CENTER APP/DEP CON 120.85 Mon-Thur (0400-1200Z+),

Fri-Sun (2300-1200Z+). CLNC DEL 121.725

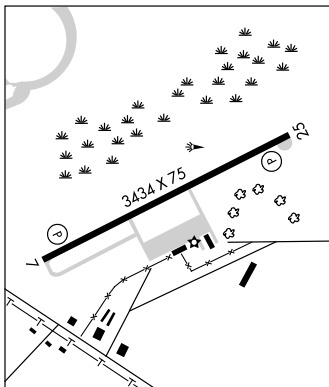
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78'

W81°11.95' 067° 32.8 NM to fld. 9/6W. HIWAS.

ASR (Mon-Fri 1100-0500Z+, Sat 1300-2100Z+, Sun

2000-0400Z+)



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>90418</b><br><b>W17A</b> | APP CRS<br><b>165°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5119</b><br><b>246</b><br><b>246</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 17

BARNWELL RGNL (BNL)

**▼** Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all DA 83 feet and all MDA 100 feet and increase LPV, LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile, increase Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Augusta Rgnl at Bush Field altimeter setting. Circling NA to Rwy 05/23 at night.

ODALS



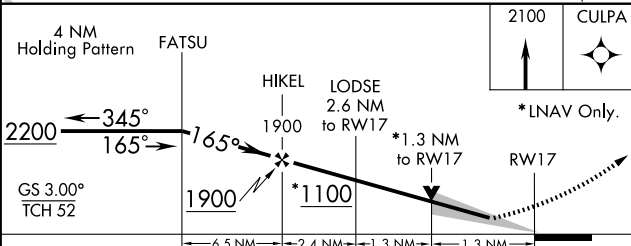
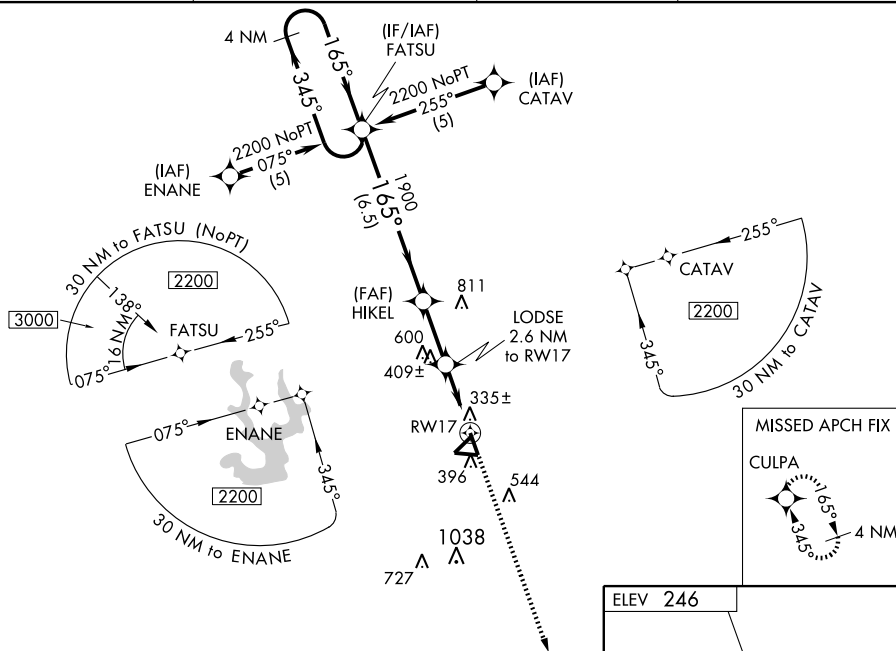
**MISSED APPROACH:**  
Climb to 2100 direct  
CULPA and hold.

AWOS-3  
**119.775**

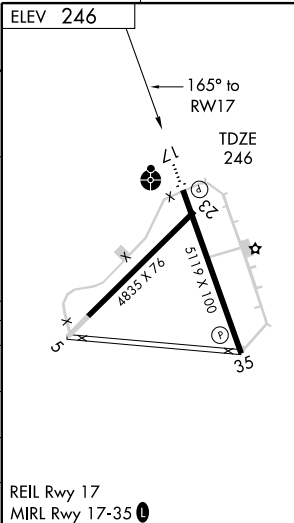
JACKSONVILLE CENTER  
**132.5 363.2**

GCO  
**121.725**

UNICOM  
**122.8 (CTAF) 0**



| CATEGORY     | A                   | B                   | C                   | D |
|--------------|---------------------|---------------------|---------------------|---|
| LPV DA       | 476-¾ 230 (300-¾)   |                     |                     |   |
| LNAV/VNAV DA | 605-1¼ 359 (400-1¼) |                     |                     |   |
| LNAV MDA     | 700-¾ 454 (500-¾)   | 700-1¼ 454 (500-1¼) | 700-1½ 454 (500-1½) |   |
| CIRCLING     | 700-1 454 (500-1)   | 700-1½ 454 (500-1½) | 900-2 654 (700-2)   |   |



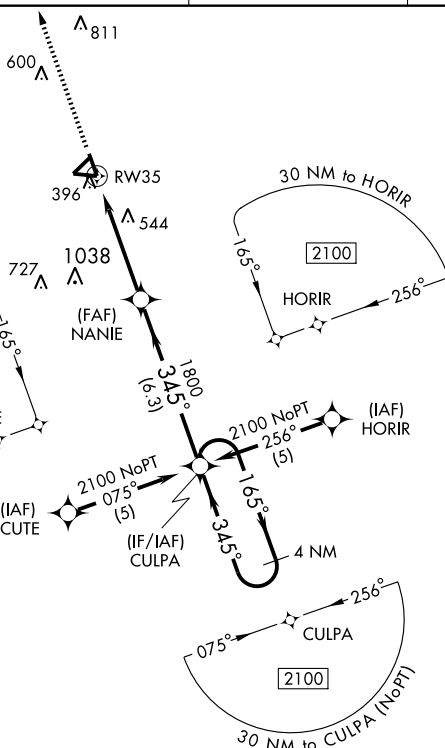
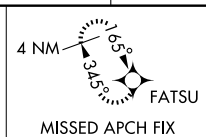
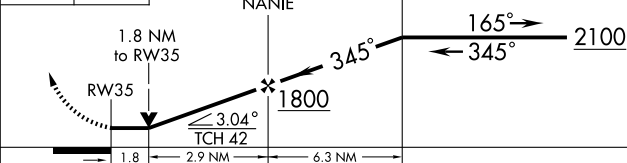
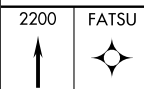
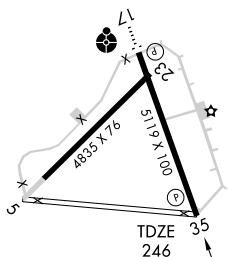
|                        |                        |
|------------------------|------------------------|
| APP CRS<br><b>345°</b> | Rwy Idg<br><b>5119</b> |
|                        | TDZE<br><b>246</b>     |
|                        | Apt Elev<br><b>246</b> |

**RNAV (GPS) RWY 35**

BARNWELL RGNL (BNL)

**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDAs 100 feet and increase LNAV Cat C/D visibilities ¼ mile, Circling Cat C visibility ¼ mile and Cat D visibility ½ mile. VDP NA when using Augusta Rgnl at Bush Field altimeter setting.

**MISSED APPROACH:** Climb to 2200 direct FATSU and hold.

AWOS-3  
**119.775**JACKSONVILLE CENTER  
**132.5 363.2**GCO  
**121.725**UNICOM  
**122.8 (CTAF) 0**ELEV **246**

| CATEGORY | A                 | B                 | C                 | D                 |
|----------|-------------------|-------------------|-------------------|-------------------|
| LNAV MDA | 860-1 614 (700-1) | 860-1 614 (700-1) | 860-1 614 (700-1) | 860-2 614 (700-2) |
| CIRCLING | 860-1 614 (700-1) | 860-1 614 (700-1) | 860-1 614 (700-1) | 900-2 654 (700-2) |

**BAMBERG CO** (99N) 5 W UTC-5(-4DT) N33°18.27' W81°06.51'

CHARLOTTE  
L-241

231 B NOTAM FILE AND

RWY 05-23: H3603X60 (ASPH) S-30 D-60 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 23: PAPI(P2L)—GA 3.0° TCH 40'.

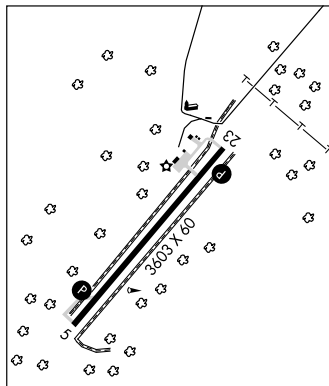
**AIRPORT REMARKS:** Unattended. MIRL Rwy 05-23 opr dusk-0300Z+, after 0300Z+ ACTIVATE MIRL and PAPI Rwy 05-23—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OGB.

EDISTO (T) VORW/DME 111.4 EDS Chan 51 N33°27.34'

W80°51.51' 239° 15.5 NM to fld. 189/05W.



**BARNWELL RGNL** (BNL) 1 NW UTC-5(-4DT) N33°15.48' W81°23.28'

CHARLOTTE

246 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-241

RWY 05-23: H4835X70 (ASPH) S-12

IAP

RWY 23: Rgt tfc.

RWY 17-35: H5119X100 (ASPH) S-20, D-60 MIRL

RWY 17: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 52'. Tree. Rgt tfc.

RWY 35: PAPI(P2L)—GA 3.0° TCH 45'. Tree.

**AIRPORT REMARKS:** Attended 1400-2200Z+. Self svc fuel and 93 octane avbl with credit card. Rwy 05-23 pavement cracked with grass growing through producing loose stones. ACTIVATE ODALS Rwy 17, MIRL Rwy 17-35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.775 (803) 259-4536.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

JACKSONVILLE CENTER APP/DEP CON 132.5

GCO 125.725 (JACKSONVILLE CLNC)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CAE.

COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44' W81°03.24' 207° 39.6 NM to fld. 400/02W.

**BEAUFORT CO** (ARW) 3 SE UTC-5(-4DT) N32°24.73' W80°38.06'

CHARLOTTE

9 B FUEL 100LL, JET A TPA-1009(1000) NOTAM FILE AND

L-24H

RWY 07-25: H3434X75 (ASPH) S-12.5 MIRL

IAP

RWY 07: PAPI(P2L)—GA 3.45° TCH 29'. Rgt tfc.

RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 21'.

**AIRPORT REMARKS:** Attended 1200-0000Z+. Self svc fuel avbl 24 hrs.

Parachute Jumping. Deer, seagulls and geese on and in/ov arpt.

Rwy 25 has 5' bushes 100' from thld. P-lines 100' located

2400' SW AER 07. Rwy 07 PAPI OTS indef. MIRL Rwy 07-25

preset low ints, to increase ints—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.675 (843) 524-1000.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ BEAUFORT APP/DEP CON 118.45 Mon-Thur (1200-0400Z+), Fri (1200-2300Z+), Clsd holidays.

JACKSONVILLE CENTER APP/DEP CON 120.85 Mon-Thur (0400-1200Z+),

Fri-Sun (2300-1200Z+). CLNC DEL 121.725

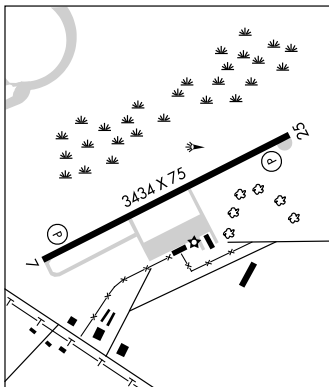
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78'

W81°11.95' 067° 32.8 NM to fld. 9/6W. HIWAS.

ASR (Mon-Fri 1100-0500Z+, Sat 1300-2100Z+, Sun

2000-0400Z+)



APP CRS  
**067°**

Rwy Idg **3434**  
TDZE  
Apt Elev **9**

# RNAV (GPS) RWY 7

BEAUFORT COUNTY (ARW)

**V** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters  
**A** NA. When local altimeter setting not received, use Beaufort MCAS altimeter setting  
ASR and increase all MDA 20 feet.

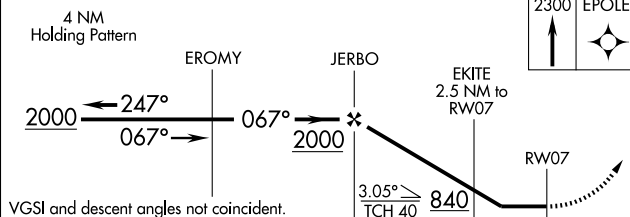
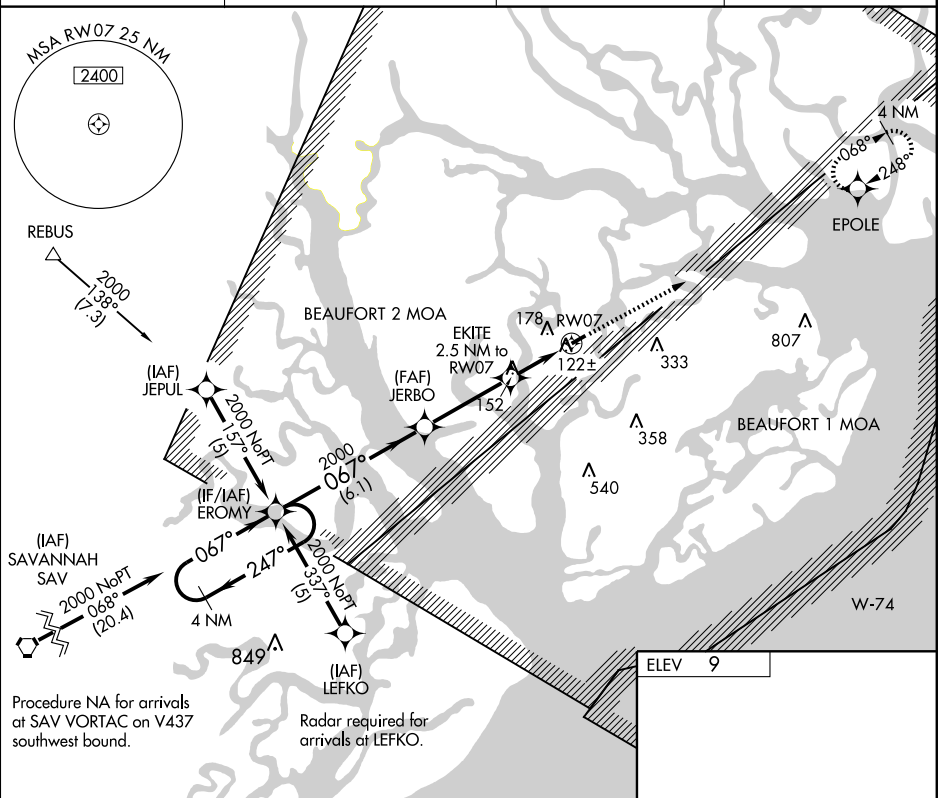
MISSED APPROACH: Climb to  
2300 direct EPOLE and hold.

AWOS-3  
**119.675**

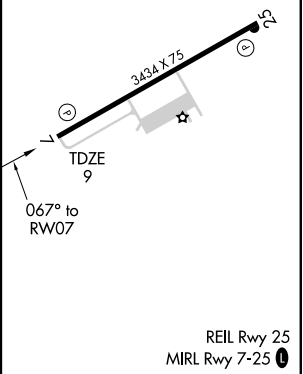
BEAUFORT APP CON★  
**118.45 292.125**

CLNC DEL  
**121.725**

UNICOM  
**122.7 (CTAF) 0**



| CATEGORY  | A     | B           | C                      | D  |
|-----------|-------|-------------|------------------------|----|
| LNNAV MDA | 380-1 | 371 (400-1) |                        | NA |
| CIRCLING  | 480-1 | 471 (500-1) | 480-1½<br>471 (500-1½) | NA |



|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>69418</b><br><b>W25A</b> | APP CRS<br><b>247°</b> | Rwy Idg <b>3434</b><br>TDZE<br>Apt Elev <b>9</b> |
|--|------------------------|--|

# RNAV (GPS) RWY 25

## BEAUFORT COUNTY (A.R.W.)

**ASR** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beaufort MCAS altimeter setting and increase LPV DA to 226, LNAV/VNAV DA to 352, and all MDA 20 feet. VDP and Baro-VNAV NA when using Beaufort MCAS altimeter setting.

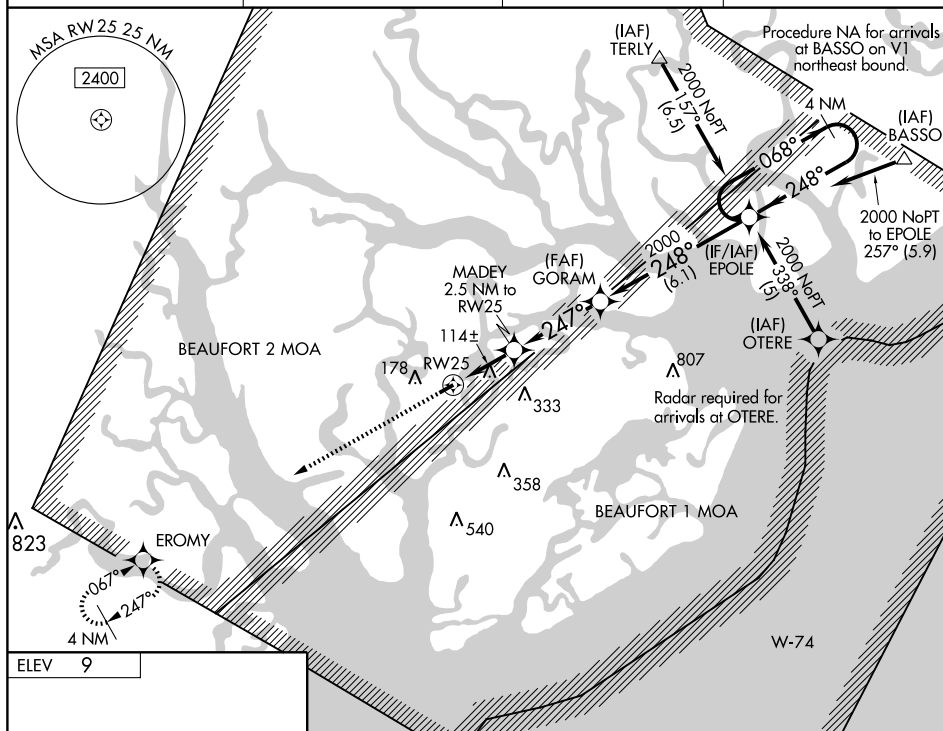
**MISSED APPROACH:**  
Climb to 2000 direct EROMY and hold.

AWOS-3  
**119.675**

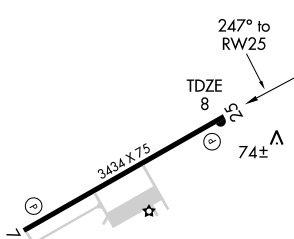
BEAUFORT APP CON★  
**118.45 292.125**

CLNC DEL  
**121.725**

UNICOM  
**122.7 (CTAF) 0**

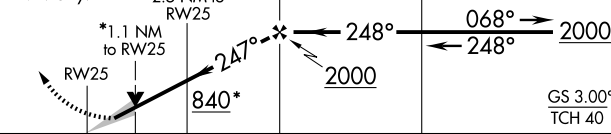


ELEV **9**



2000 EROMY  
VGSI and RNAV glidepath not coincident.

\*LNAV only.



| CATEGORY     | A      | B            | C                      | D  |
|--------------|--------|--------------|------------------------|----|
| LPV DA       | 208-1  | 200 (200-1)  |                        | NA |
| LNAV/VNAV DA | 334-1¼ | 326 (400-1¼) |                        | NA |
| LNAV MDA     | 380-1  | 372 (400-1)  |                        | NA |
| CIRCLING     | 480-1  | 471 (500-1)  | 480-1½<br>471 (500-1½) | NA |

REIL Rwy 25  
MIRL Rwy 7-25 0

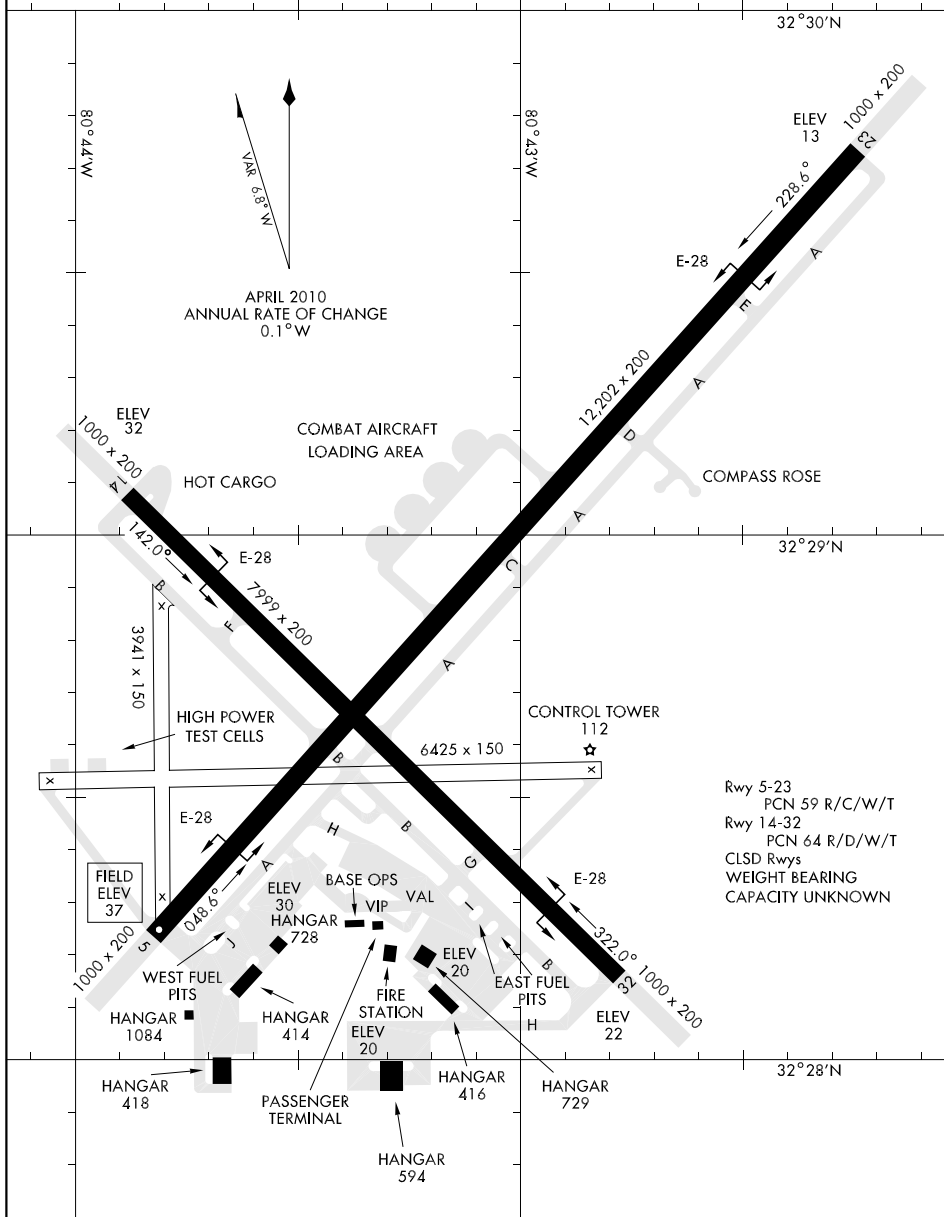


## AIRPORT DIAGRAM

AFD-916 [USN]

BEAUFORT, SOUTH CAROLINA

ATIS★ 256.15  
 BEAUFORT TOWER★  
 119.05 342.875  
 GND CON  
 128.15 348.625  
 CLNC DEL  
 128.15 348.625



SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

BEAUFORT, SOUTH CAROLINA

BEAUFORT MCAS (MERRITT FIELD) (KNBC)

**BEAUFORT MCAS** (MERRITT FLD) (NBC)(KNBC) MC 3 NW UTC-5(-4DT)**CHARLOTTE**

N32°28.83' W80°43.15'

H-9B, 12G, L-241

37 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE AND Not insp.

**DIAP, AD****RWY 05-23:** H12202X200 (PEM) PCN 59 R/C/W/T HIRL**RWY 05:** SALSF, PAPI(P4L)—GA 3.0° TCH 49'. **RWY 23:** ALSF1, PAPI(P4L)—GA 3.0° TCH 53'.**RWY 14-32:** H7999X200 (PEM) PCN 64 R/D/W/T HIRL**RWY 14:** PAPI (P4R)—GA 3.0° TCH 40'. **RWY 32:** PAPI (P4R)—GA 3.0° TCH 40'.**RWY 10-28:** H6425X150 (ASPH)**RWY 18-36:** H3941X150 (ASPH)**ARRESTING GEAR/SYSTEM****RWY 05** HOOK E28(B) (2050')HOOK E28(B) (1900') **RWY 23****RWY 14** HOOK E28(B) (1250')HOOK E28(B) (1248') **RWY 32**

**MILITARY SERVICE: A-GEAR** E-28 on all rwy and in raised position except on ldg rwy. **FUEL J5** **TRAN ALERT** Tran svc avbl 1200-2300Z† Mon-Fri only CLOSED natl hol. (See RSTD for additional tran acct info). Tran acct expect truck refuel. Tran acct maint unavbl. Tran aviation ordnance svc avbl. Lavatory svc unavbl. Jasu, fluid, and oil unavbl.

**MILITARY REMARKS:** Opr Mon-Thu 1200-0400Z†, Fri 1200-2300Z†, CLOSED holidays. Other times open by NOTAM for special ops only. **RSTD** Rwy 10-28 and Rwy 18-36 CLOSED until further notice. Due to limited tran svc avbl.

Prior ntc all inbound tran acct to include AMC, JOSAC, alternate afld and diverts. Prior ntc approval good for +/- 1 hr of coordinated time. Ctc Base OPS DSN 335-7301/2/3/ C843-228-7301/2/3. Fax DSN 335-7874, C843-228-7874. Heavy acct rstd from use of VIP line. **CAUTION** Severe bird activity Oct-Apr. Wildlife on rwy during periods of darkness. Check ATIS for bird aircraft strike hazard updates. **TFC PAT TPA**—Overhead 1500(1463), conventional 800(763), helicopter call entering Class D Airspace blo 800(763). Multiple apch Rwy 32 not authorized. Reduced rwy separation standard in effect USN/USMC acct. Touch and go duty rwy only. **CSTMS/AG/IMG** Ltd CSTMS/AG avbl mil acct only, 24 hr prior notice rqr. Ctc Customs DSN 335-6161, C843-228-6161. **MISC** All acct with passenger, cargo, VIP ctc PTD 20 min prior to landing. ALCE team require for all AMC mission.

**COMMUNICATIONS: SFA** ATIS 256.15 (Mon-Thu 1200-0400Z†, Fri 1200-2300Z†, clsd Sat-Sun and holidays.)**Ⓡ** **APP/DEP CON** 123.7 328.425 (3000' and blo) 118.45 292.125 (abv 3000') (Mon-Thu 1200-0400Z†,

Fri 1200-2300Z†), other times by NOTAM.

**Ⓡ** **JACKSONVILLE CENTER APP/DEP CON** 120.85 322.5

**TOWER** 119.05 342.875 363.15(Mon-Thu 1200-0400Z†, Fri 1200-2300Z†, clsd Sat-Sun and holidays.) other times by NOTAM.

**GND CON/CLNC DEL** 128.15 348.625 (Mon-Thu 1200-0400Z†, Fri 1200-2300Z†, clsd Sat-Sun and holidays)**PMSV METRO** 264.5 (Mon-Thu 1200-0400Z†, Fri 1200-2300Z†, clsd holidays) **BASE OPS** 281.8

**AIRSPACE: CLASS D** svc Mon-Thu 1200-0400Z†, Fri 1200-2300Z†, clsd holidays, other times Class E other times by NOTAM.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

(L) **TACAN** Chan 42 NBC (110.5) N32°28.74' W80°43.04' at fld. 49/5W. TACAN unusable 300°-010° byd 30 NM blo 5,000'. Unavbl Mon-Fri 0400-1200Z† and all day weekends except when afld is open by NOTAM.

**ASR/PAR****COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.**BENNETTSTVILLE** N34°37.21' W79°43.99' NOTAM FILE AND.**CHARLOTTE****NDB (MHW)** 230 BES at Marlboro Co. Jetport-H.E. Avent Fld.

L-24J, 25E, 35A, 36E

|                         |                    |                         |  |
|-------------------------|--------------------|-------------------------|--|
| TACAN<br>Chan <b>42</b> | NBC<br><b>221°</b> | APCH CRS<br><b>221°</b> | Rwy ldg <b>12,202</b><br>TDZE <b>16</b><br>Arpt Elev <b>37</b> |
|-------------------------|--------------------|-------------------------|--|

JAL-916 [USN]

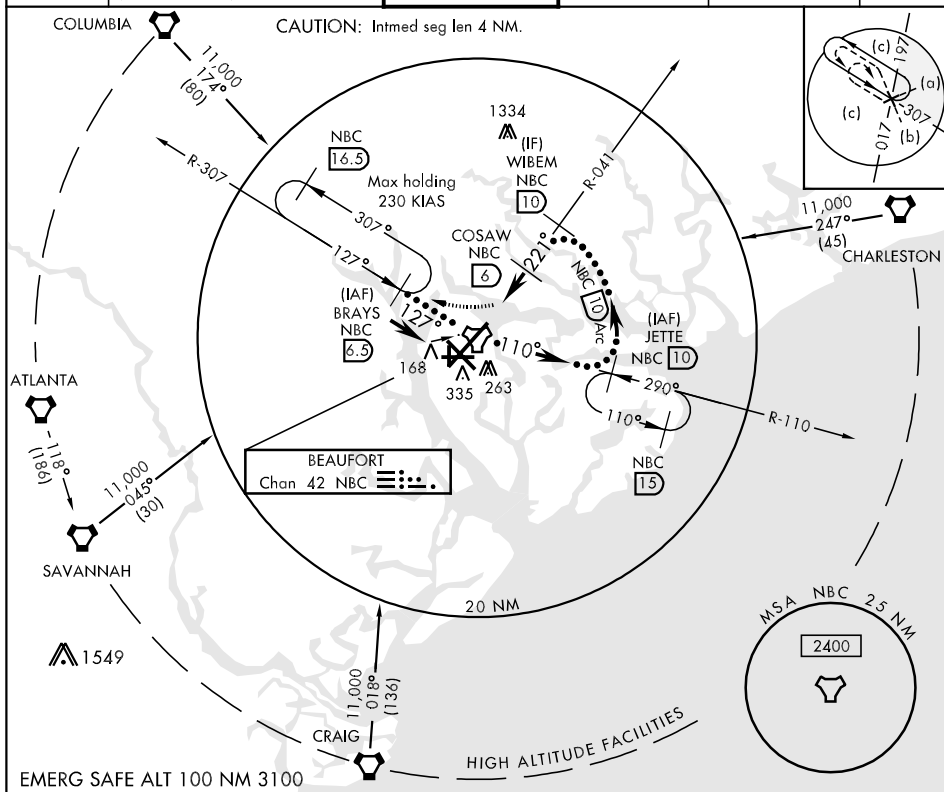
BEAUFORT MCAS (MERRITT FLD) (KNBC)

\* When ALS inop, increase vis CAT C to 1 mile,  
CAT DE to 1¼ miles.



MISSED APPROACH: Climbing right turn to 3000, join NBC  
R-307 direct BRAYS and hold. Continue climb in hold to 3000.

|                         |  |   |                                  |                                   |         |
|-------------------------|--|---|----------------------------------|-----------------------------------|---------|
| ATIS ★<br><b>256.15</b> | BEAUFORT APP CON<br>(ABV 3000) <b>125.125 292.125</b><br>(3000 and BLW) <b>123.7 328.425</b> | BEAUFORT TOWER ★<br><b>119.05 342.875</b> | GND CON<br><b>128.15 348.625</b> | CLNC DEL<br><b>128.15 348.625</b> | ASR/PAR |
|-------------------------|--|---|----------------------------------|-----------------------------------|---------|



EMERG SAFE ALT 100 NM 3100

| 3000<br>NBC<br>R-307 | BRAYS<br>NBC<br>6.5    | BRAYS R-307<br>6.5   | TACAN<br>110°          | JETTE R-110<br>10    | ELEV 37 | HIRL Rwy 5-23<br>and 14-32 | TDZE 16    | 221°<br>to TACAN |
|----------------------|------------------------|----------------------|------------------------|----------------------|---------|----------------------------|------------|------------------|
| 16,000<br>11,000     | 2.81°<br>TCH 53        | WEMSA<br>1.7         | COSAW<br>6             | WIBEM<br>R-041<br>10 | 2300    | 12,202 x 200               | TWR<br>112 | 32               |
| 4.3 NM               |                        |                      |                        |                      |         |                            |            |                  |
| CATEGORY             | C                      | D                    | E                      |                      |         |                            |            |                  |
| S-23 *               | 360-¾                  | 344                  | (400-¾)                |                      |         |                            |            |                  |
| CIRCLING             | 500-1½<br>463 (500-1½) | 600-2<br>563 (600-2) | 720-2½<br>683 (700-2½) |                      |         |                            |            |                  |

BEAUFORT, SOUTH CAROLINA

32° 29'N-80° 43'W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 1 10238

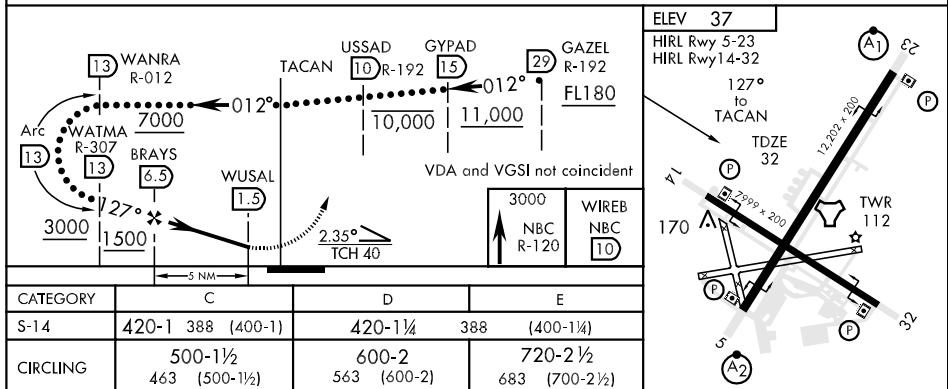
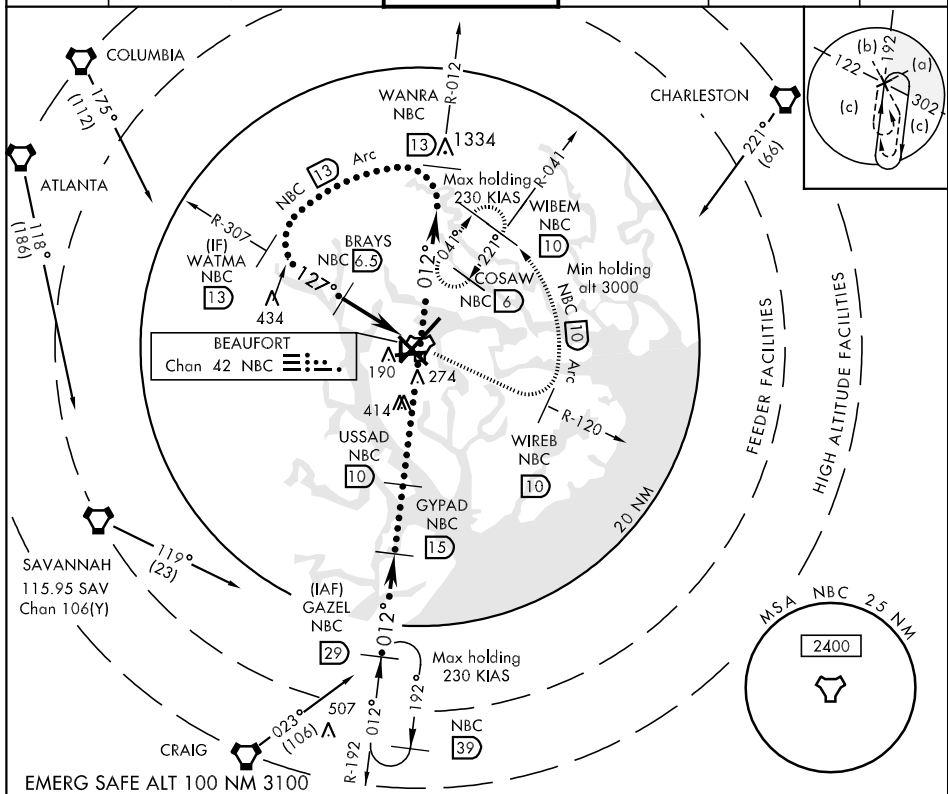
|                             |                         |  |
|-----------------------------|-------------------------|--|
| TACAN NBC<br>Chan <b>42</b> | APCH CRS<br><b>127°</b> | Rwy ldg <b>7999</b><br>TDZE <b>32</b><br>Arpt Elev <b>37</b> |
|-----------------------------|-------------------------|--|

JAL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

MISSED APPROACH: Climb to 3000 on NBC TACAN R-120 to NBC 10 DME (WIREB), arc E of NBC TACAN via 10 mile arc to NBC R-041/10 DME (WIBEM), then via NBC R-041 to 6 DME (COSAW) and hold.

|                         |  |   |                                  |                                   |         |
|-------------------------|--|---|----------------------------------|-----------------------------------|---------|
| ATIS ★<br><b>256.15</b> | BEAUFORT APP CON<br>(ABV 3000) <b>125.125 292.125</b><br>(3000 and BLW) <b>123.7 328.425</b> | BEAUFORT TOWER ★<br><b>119.05 342.875</b> | GND CON<br><b>128.15 348.625</b> | CLNC DEL<br><b>128.15 348.625</b> | ASR/PAR |
|-------------------------|--|---|----------------------------------|-----------------------------------|---------|



BEAUFORT, SOUTH CAROLINA

32° 29'N-80° 43'W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 1 10238

|         |      |          |           |        |
|---------|------|----------|-----------|--------|
| TACAN   | NBC  | APCH CRS | Rwy ldg   | 12,022 |
| Chan 42 | 221° | 221°     | TDZE      | 16     |
|         |      |          | Arpt Elev | 37     |

JAL-916 [USN]

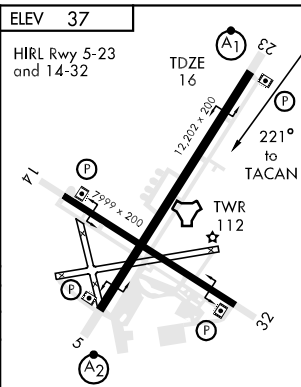
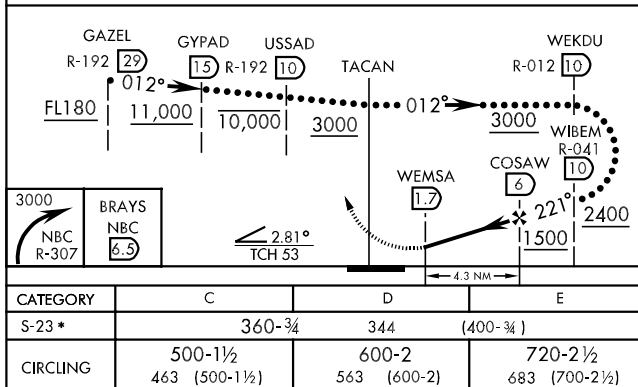
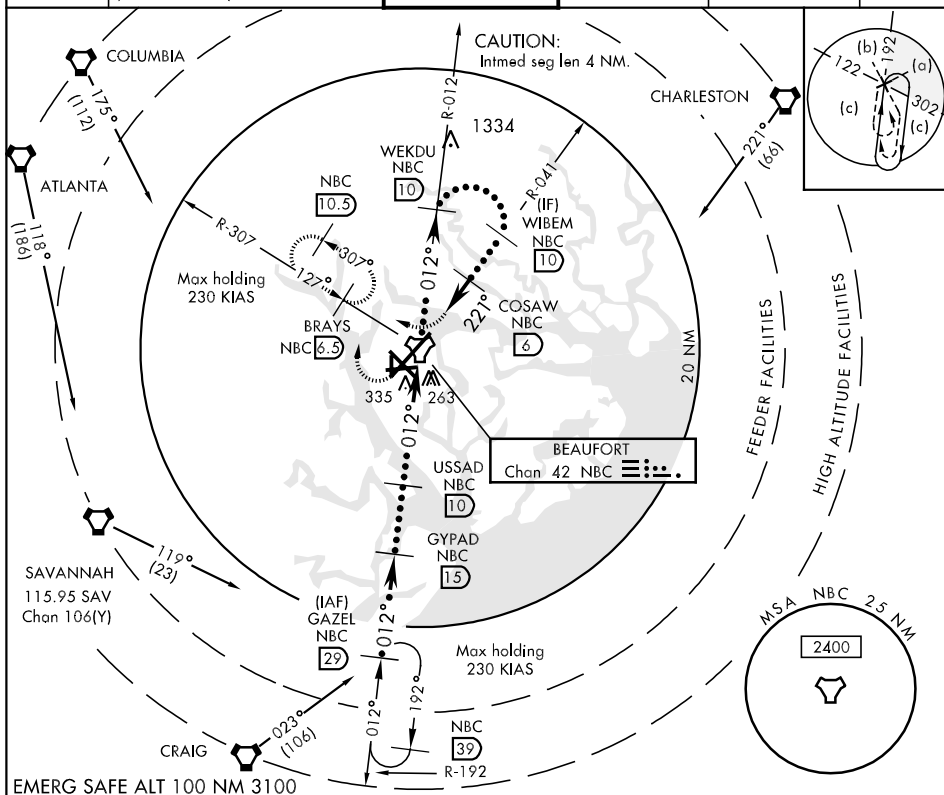
BEAUFORT MCAS (MERRITT FLD) (KNBC)

\* When ALS inop, increase vis CAT C to 1 mile, CAT DE to 1½ miles.



MISSED APPROACH: Climbing right turn to 3000, join NBC R-307 direct BRAYS and hold. Continue climb in hold to 3000.

|        |  |                  |                |                |         |
|--------|--|------------------|----------------|----------------|---------|
| ATIS ★ | BEAUFORT APP CON   | BEAUFORT TOWER ★ | GND CON        | CLNC DEL       | ASR/PAR |
| 256.15 | (ABV 3000) 125.125 292.125<br>(3000 and BLW) 123.7 328.425 | 119.05 342.875   | 128.15 348.625 | 128.15 348.625 |         |

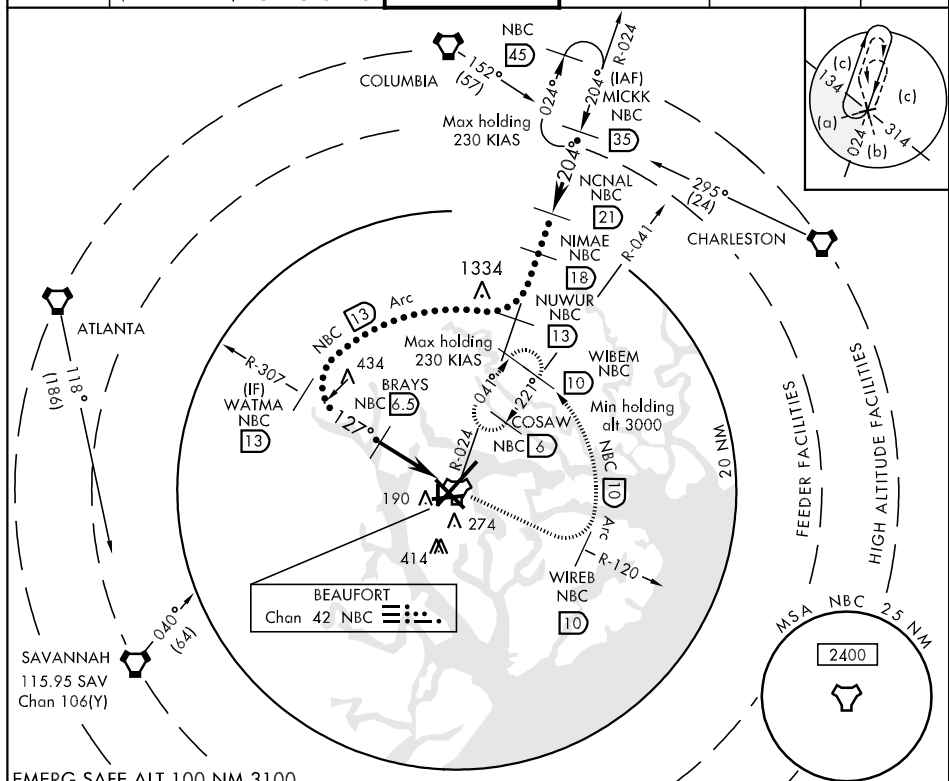


HI-TACAN Z RWY 14

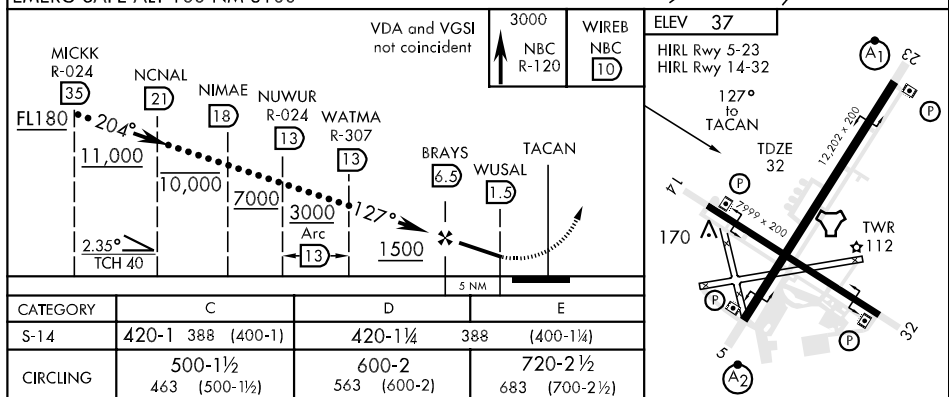
|                             |                         |  |               |                                    |
|-----------------------------|-------------------------|--|---------------|------------------------------------|
| TACAN NBC<br>Chan <b>42</b> | APCH CRS<br><b>127°</b> | Rwy Idg <b>7999</b><br>TDZE <b>32</b><br>Arpt Elev <b>37</b> | JAL-916 [USN] | BEAUFORT MCAS (MERRITT FLD) (KNBC) |
|-----------------------------|-------------------------|--|---------------|------------------------------------|

MISSED APPROACH: Climb to 3000 on NBC TACAN R-120 to NBC 10 DME (WIREB), arc E of NBC TACAN via 10 mile arc to NBC R-041/10 DME (WIREM), then via NBC R-041 to 6 DME (COSAW) and hold.

|                  |  |                                    |                           |                            |         |
|------------------|--|------------------------------------|---------------------------|----------------------------|---------|
| ATIS ★<br>256.15 | BEAUFORT APP CON<br>(ABV 3000) 125.125 292.125<br>(3000 and BLW) 123.7 328.425 | BEAUFORT TOWER ★<br>119.05 342.875 | GND CON<br>128.15 348.625 | CLNC DEL<br>128.15 348.625 | ASR/PAR |
|------------------|--|------------------------------------|---------------------------|----------------------------|---------|



EMERG SAFE ALT 100 NM 3100



BEAUFORT, SOUTH CAROLINA

32° 29'N-80° 43'W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 1 10238

HI-TACAN Z RWY 14

|       |     |          |           |        |
|-------|-----|----------|-----------|--------|
| TACAN | NBC | APCH CRS | Rwy ldg   | 12,202 |
| Chan  | 42  | 221°     | TDZE      | 16     |
|       |     |          | Arpt Elev | 37     |

JAL-916 [USN]

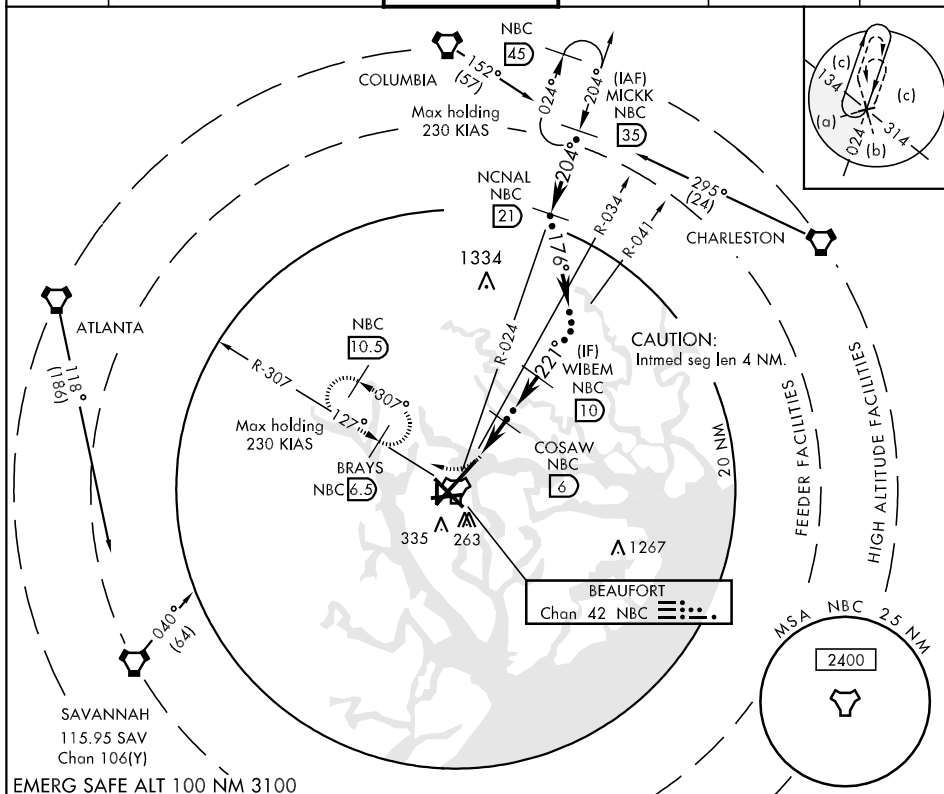
BEAUFORT MCAS (MERRITT FLD) (KNBC)

\* When ALS inop, increase vis CAT C to 1 mile, CAT DE to 1¼ miles.

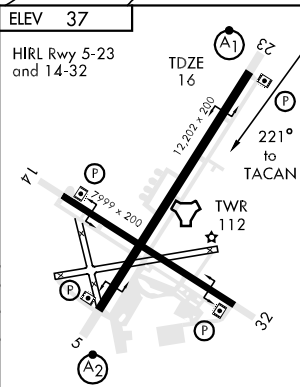
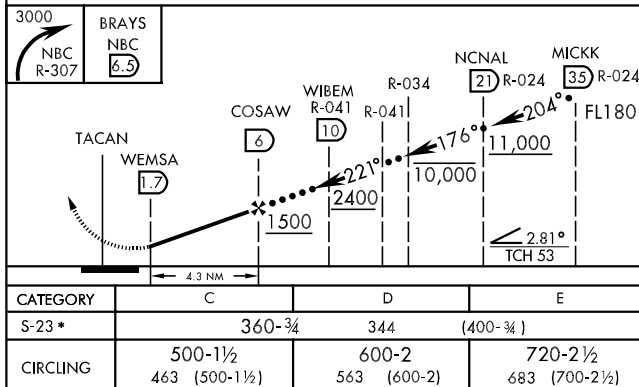


MISSED APPROACH: Climbing right turn to 3000, join NBC R-307 direct BRAYS and hold. Continue climb in hold to 3000.

|        |  |                  |                |                |         |
|--------|--|------------------|----------------|----------------|---------|
| ATIS ★ | BEAUFORT APP CON   | BEAUFORT TOWER ★ | GND CON        | CLNC DEL       | ASR/PAR |
| 256.15 | (ABV 3000) 125.125 292.125<br>(3000 and BLW) 123.7 328.425 | 119.05 342.875   | 128.15 348.625 | 128.15 348.625 |         |



EMERG SAFE ALT 100 NM 3100



WAAS  
Chan **90095**  
**W05A**

APCH CRS  
**047°**

Rwy Idg **12,202**  
TDZE **37**  
Arpt Elev **37**

AL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

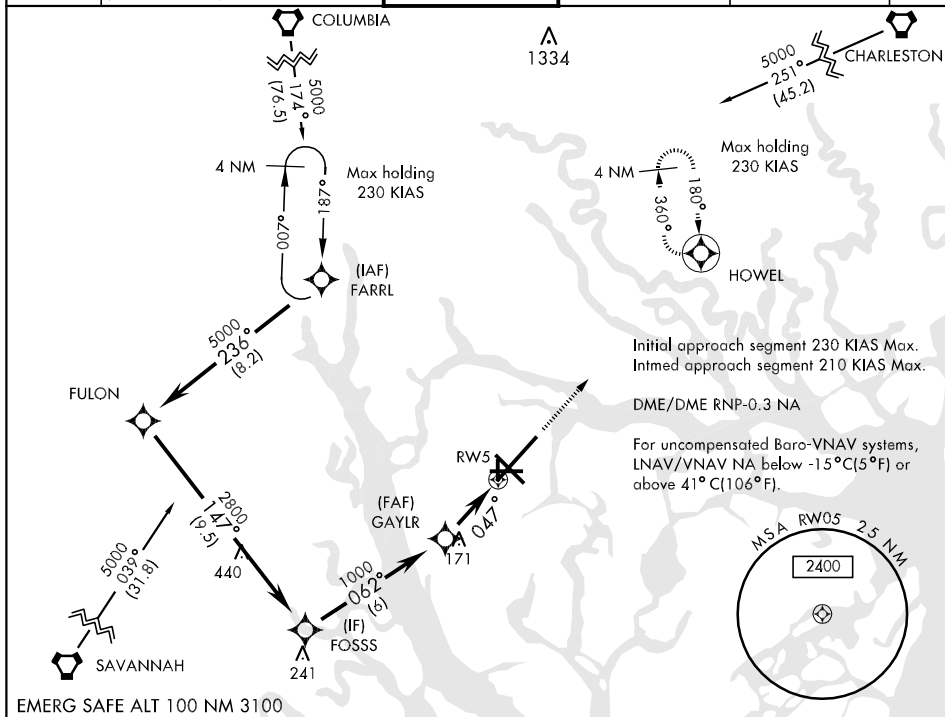
\* When ALS inop, increase vis CAT AB to ¾ mile.  
\*\* When ALS inop, increase vis CAT ABCD to 1 mile.  
\*\*\* When ALS inop, increase vis CAT AB to 1 mile,  
CAT CD to 1 ¼ miles.

SALSF



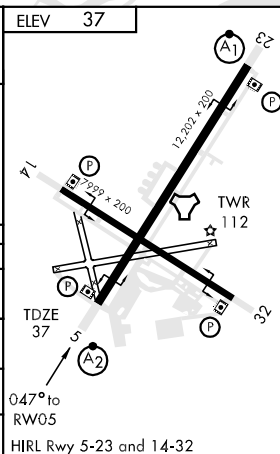
MISSED APPROACH: Climb to 3000 direct HOWEL and hold. Continue climb in hold to 3000.

| ATIS ★<br>256.15 | BEAUFORT APP CON<br>(ABV 3000) <b>125.125 292.125</b><br>(3000 and BLW) <b>123.7 328.425</b> | BEAUFORT TOWER ★<br><b>119.05 342.875</b> | GND CON<br><b>128.15 348.625</b> | CLNC DEL<br><b>128.15 348.625</b> | ASR/<br>PAR |
|------------------|--|---|----------------------------------|-----------------------------------|-------------|
|------------------|--|---|----------------------------------|-----------------------------------|-------------|



EMERG SAFE ALT 100 NM 3100

|               |       |       |             |      |              |       |             |                |  |
|---------------|-------|-------|-------------|------|--------------|-------|-------------|----------------|--|
| FARRL         |       | FULON |             | FOSS |              | GAYLR |             | RW05           |  |
| 5000          |       | 236°  |             | 5000 |              | 147°  |             | 062°           |  |
|               |       |       |             |      |              |       |             | 1000           |  |
|               |       |       |             |      |              |       |             | 1.1 NM to RW05 |  |
|               |       |       |             |      |              |       |             | 2.9 NM         |  |
| CATEGORY      | A     |       | B           |      | C            |       | D           |                |  |
| LPV DA *      | 237-½ |       | 200 (200-½) |      | 237-¾        |       | 200 (200-¾) |                |  |
| LNAV/ VNAV DA |       |       | 306-¾       |      | 269 (300-¾)  |       |             |                |  |
| LNAV MDA      | 440-¾ |       | 403 (500-¾) |      | 440-1        |       | 403 (500-1) |                |  |
| CIRCLING      | 500-1 |       | 463 (500-1) |      | 500-1½       |       | 600-2       |                |  |
|               |       |       |             |      | 463 (500-1½) |       | 563 (600-2) |                |  |





|  |                         |  |
|--|-------------------------|--|
| WAAS<br>Chan <b>91240</b><br><b>W14A</b> | APCH CRS<br><b>140°</b> | Rwy Idg <b>7999</b><br>TDZE <b>32</b><br>Arpt Elev <b>37</b> |
|--|-------------------------|--|

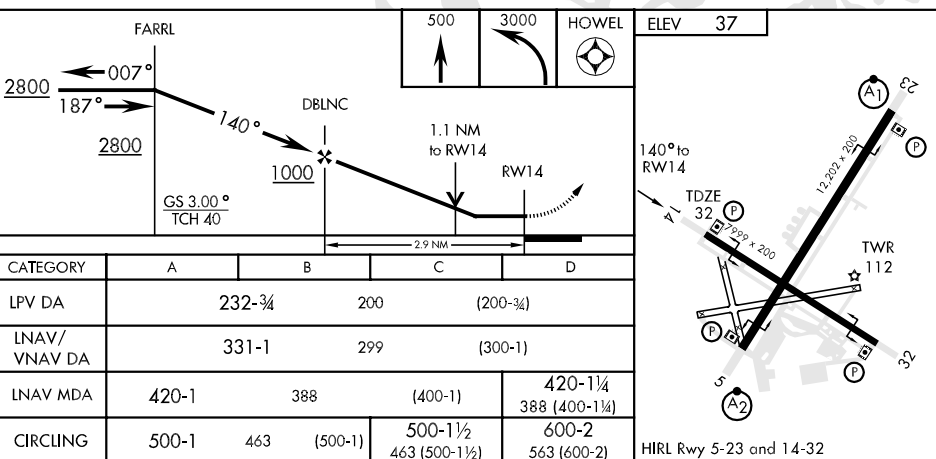
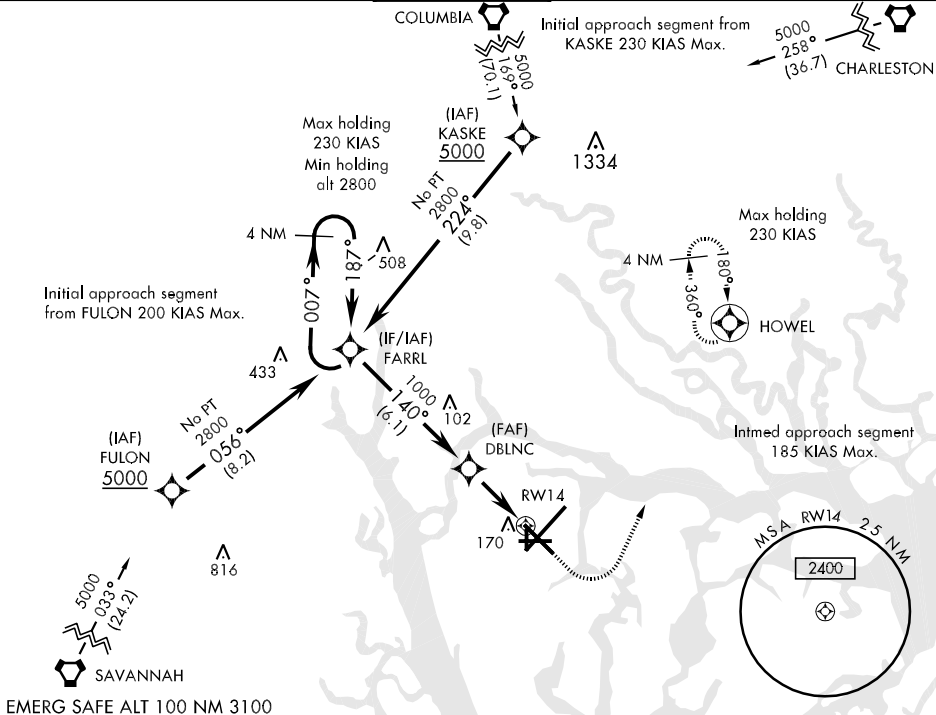
AL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (106°F).  
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 500, then climbing left turn to 3000 direct HOWEL and hold. Continue climb in hold to 3000.

|                         |  |   |                                  |                                   |             |
|-------------------------|--|---|----------------------------------|-----------------------------------|-------------|
| ATIS ★<br><b>256.15</b> | BEAUFORT APP CON<br>(ABV 3000) <b>125.125 292.125</b><br>(3000 and BLW) <b>123.7 328.425</b> | BEAUFORT TOWER ★<br><b>119.05 342.875</b> | GND CON<br><b>128.15 348.625</b> | CLNC DEL<br><b>128.15 348.625</b> | ASR/<br>PAR |
|-------------------------|--|---|----------------------------------|-----------------------------------|-------------|



|  |                         |  |
|--|-------------------------|--|
| WAAS<br>Chan <b>93379</b><br><b>W23A</b> | APCH CRS<br><b>227°</b> | Rwy Idg <b>12,202</b><br>TDZE <b>16</b><br>Arpt Elev <b>37</b> |
|--|-------------------------|--|

AL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

\*When ALS inop, increase vis CAT ABCD to  $\frac{3}{4}$  mile.  
 \*\*When ALS inop, increase vis CAT ABCD to 1 mile.  
 \*\*\*When ALS inop, increase vis CAT ABC to 1 mile,  
 CAT D to  $1\frac{1}{4}$  miles.



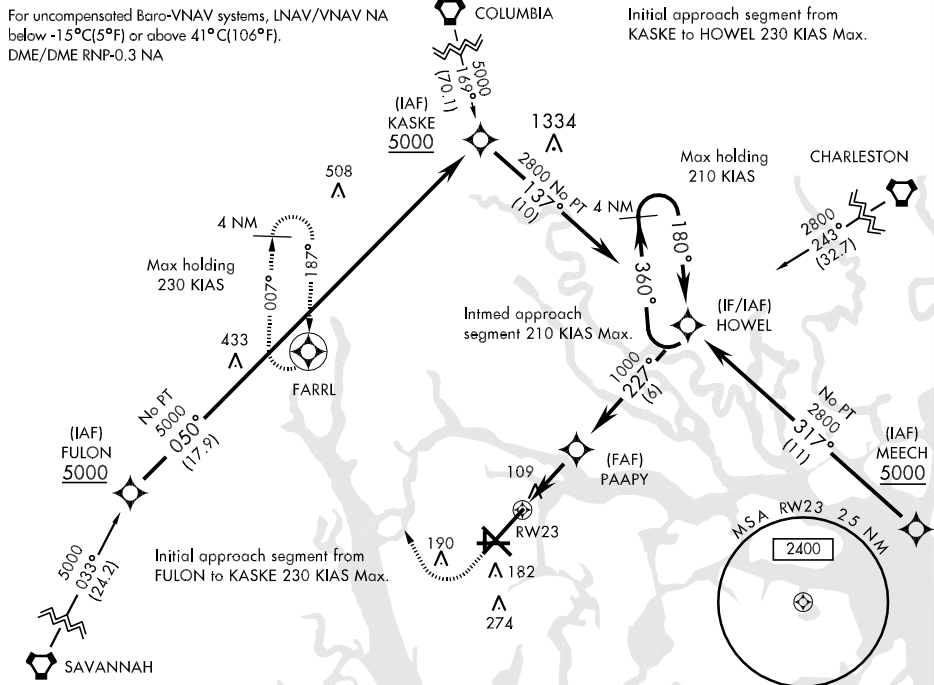
**MISSED APPROACH:** Climb to 500, then climbing right turn to 3000 direct FARRL and hold. Continue climb in hold to 3000.

|                  |  |   |                                  |                                   |             |
|------------------|--|---|----------------------------------|-----------------------------------|-------------|
| ATIS ★<br>256.15 | BEAUFORT APP CON<br>(ABV 3000) <b>125.125 292.125</b><br>(3000 and BLW) <b>123.7 328.425</b> | BEAUFORT TOWER ★<br><b>119.05 342.875</b> | GND CON<br><b>128.15 348.625</b> | CLNC DEL<br><b>128.15 348.625</b> | ASR/<br>PAR |
|------------------|--|---|----------------------------------|-----------------------------------|-------------|

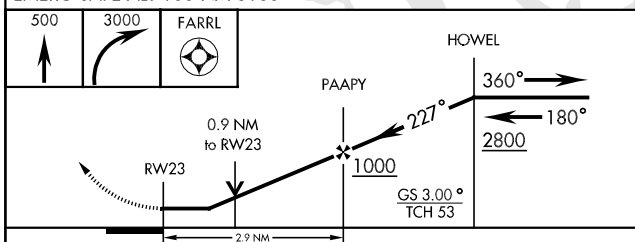
For uncompensated Baro-VNAV systems, LNAV/VNAV NA  
below -15°C(5°F) or above 41°C(106°F).  
DME/DME RNP-0.3 NA

COLUMBIA

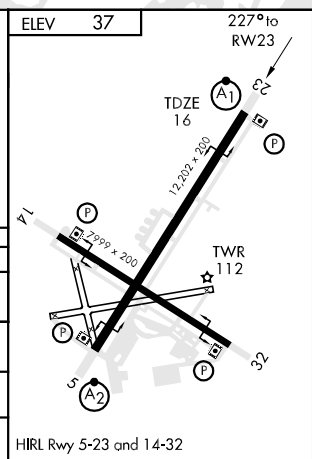
Initial approach segment from  
KASKE to HOWEL 230 KIAS Max



EMERG SAFE ALT 100 NM 3100



| CATEGORY            | A                 | B           | C                      | D                    |
|---------------------|-------------------|-------------|------------------------|----------------------|
| LPV DA *            | 216-½ 200 (200-½) |             |                        |                      |
| LNAV/<br>VNAV DA ** | 270-½             | 254 (300-½) | 270-¾                  | 254 (300-¾)          |
| LNAV MDA ***        | 360-½             | 344 (400-½) | 360-¾<br>344 (400-¾)   | 360-1<br>344 (400-1) |
| CIRCLING            | 500-1             | 463 (500-1) | 500-1½<br>463 (500-1½) | 600-2<br>563 (600-2) |



BEAUFORT, SOUTH CAROLINA

32°29'N-80°43'W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

Orig 10238

RNAV (GPS) RWY 23

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2. 23 SEP 2010 to 21 OCT 2010

|  |                         |  |
|--|-------------------------|--|
| WAAS<br>Chan <b>95233</b><br><b>W32A</b> | APCH CRS<br><b>320°</b> | Rwy Idg <b>7999</b><br>TDZE <b>25</b><br>Arpt Elev <b>37</b> |
|--|-------------------------|--|

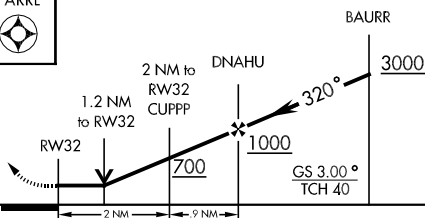
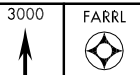
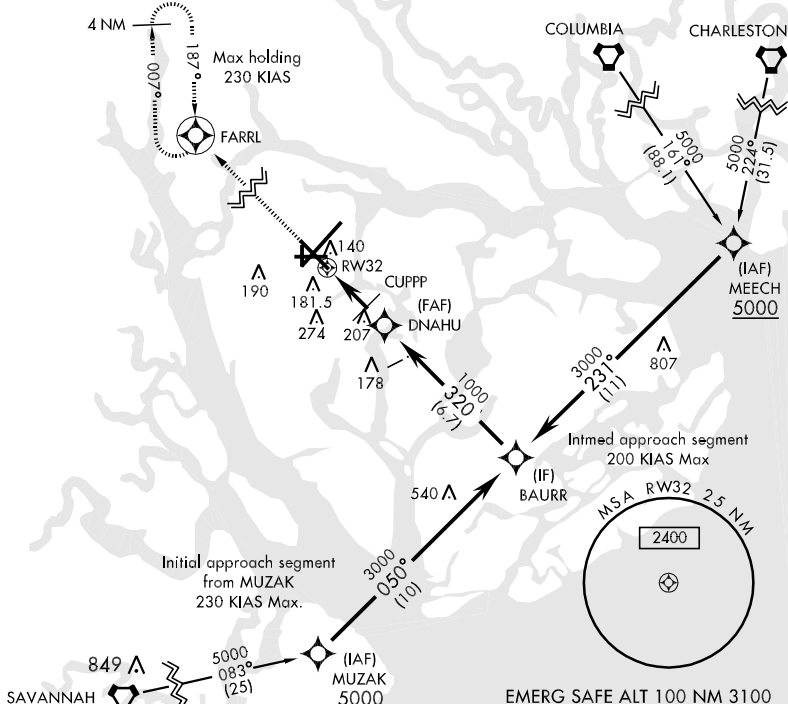
AL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

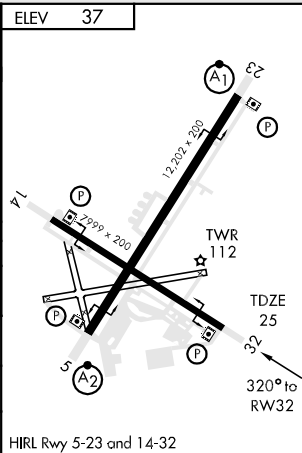
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 41°C(106°F).  
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct FARRL and hold.  
Continue climb in hold to 3000.

|                         |  |   |                                  |                                   |             |
|-------------------------|--|---|----------------------------------|-----------------------------------|-------------|
| ATIS ★<br><b>256.15</b> | BEAUFORT APP CON<br>(ABV 3000) <b>125.125 292.125</b><br>(3000 and BLW) <b>123.7 328.425</b> | BEAUFORT TOWER ★<br><b>119.05 342.875</b> | GND CON<br><b>128.15 348.625</b> | CLNC DEL<br><b>128.15 348.625</b> | ASR/<br>PAR |
|-------------------------|--|---|----------------------------------|-----------------------------------|-------------|



| CATEGORY     | A     | B           | C                      | D                      |
|--------------|-------|-------------|------------------------|------------------------|
| LPV DA       | 225-¾ | 200         | (200-¾)                |                        |
| LNAV/VNAV DA | 301-1 | 276         | (300-1)                |                        |
| LNAV MDA     | 400-1 | 375         | (400-1)                | 400-1¼<br>375 (400-1¼) |
| CIRCLING     | 500-1 | 463 (500-1) | 500-1½<br>463 (500-1½) | 600-2<br>563 (600-2)   |



TACAN NBC  
Chan **42**

APCH CRS  
**054°**

Rwy Idg **12,202**  
TDZE **37**  
Arpt Elev **37**

AL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

\*When ALS inop, increase vis. CAT AB to 1 mile,  
CAT CD to 1½ miles, CAT E to 1½ miles.



MISSED APPROACH: Climb to 3000 via NBC R-041 to  
COSAW and hold. Continue climb in hold to 3000.

ATIS ★  
**256.15**

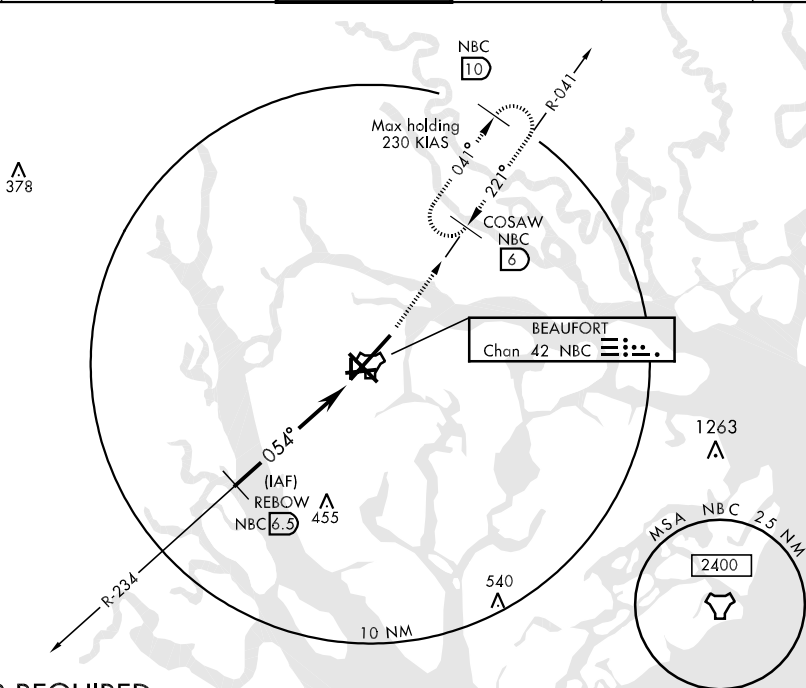
BEAUFORT APP CON  
(ABV 3000) **125.125 292.125**  
(3000 and BLW) **123.7 328.425**

BEAUFORT TOWER ★  
**119.05 342.875**

GND CON  
**128.15 348.625**

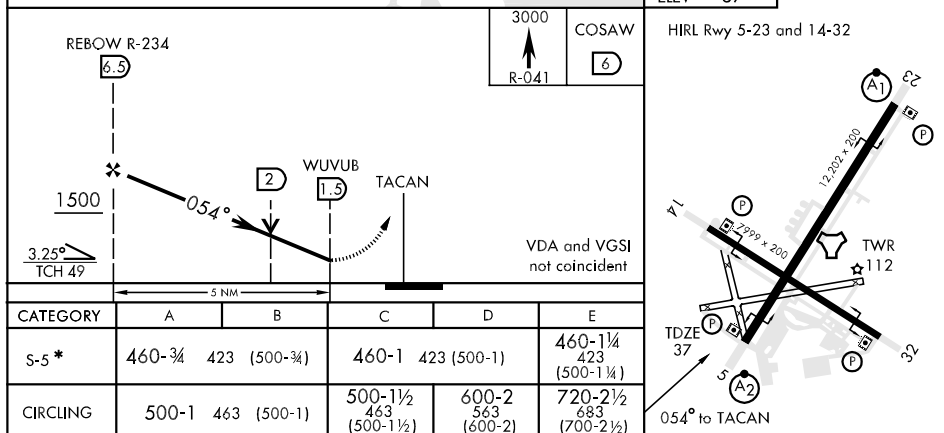
CLNC DEL  
**128.15 348.625**

ASR/PAR



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3100



TACAN NBC  
Chan **42**APCH CRS  
**127°**Rwy Idg  
TDZE  
Arpt Elev  
**7999**  
**32**  
**37**

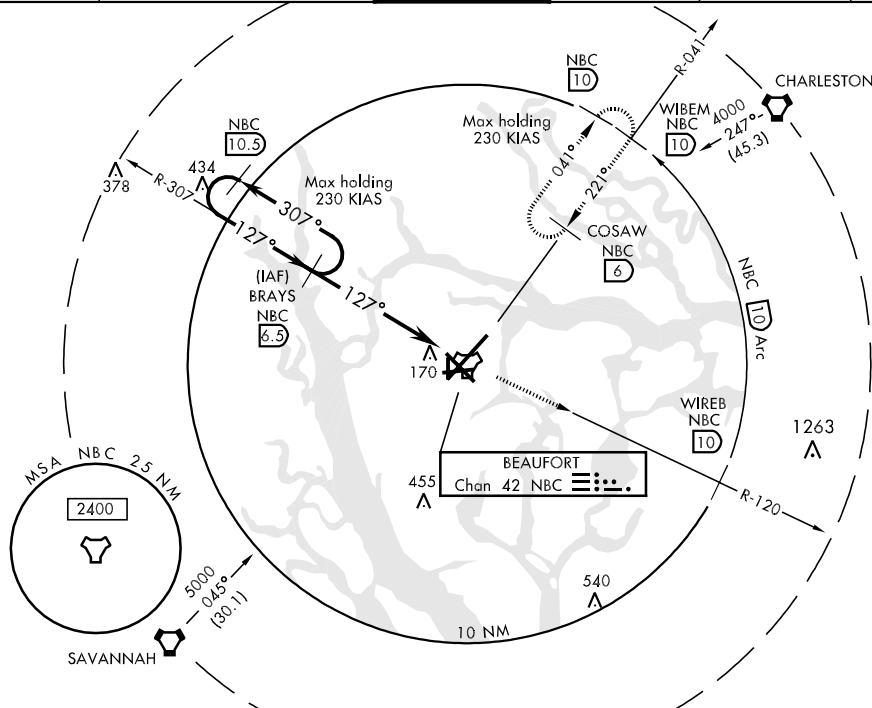
AL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

MISSED APPROACH: Climb to 3000 on R-120 to WIREB, arc E on 10 mile arc to WIBEM then, via NBC R-041 to COSAW and hold.

ATIS ★  
**256.15**BEAUFORT APP CON  
(ABV 3000) **125.125 292.125**  
(3000 and BLW) **123.7 328.425**BEAUFORT TOWER ★  
**119.05 342.875**GND CON  
**128.15 348.625**CLNC DEL  
**128.15 348.625**

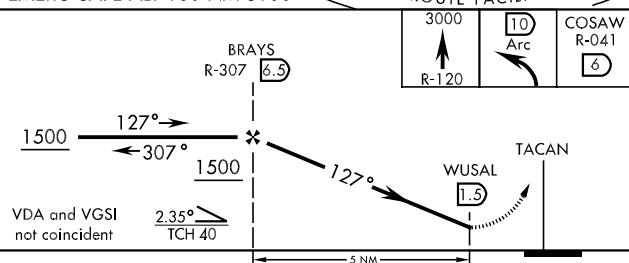
ASR/PAR



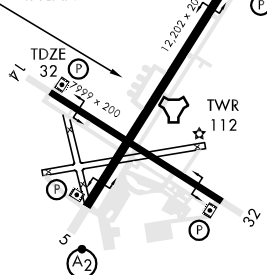
EMERG SAFE ALT 100 NM 3100

ENROUTE FACILITIES

ELEV 37



HIRL Rwy 5-23 and 14-32

127° to  
TACAN

| CATEGORY | A                 | B           | C                        | D                    | E                        |
|----------|-------------------|-------------|--------------------------|----------------------|--------------------------|
| S-14     | 420-1             | 388 (400-1) |                          | 420-1 ¼              | 388 (400-1 ¼)            |
| CIRCLING | 500-1 463 (500-1) |             | 500-1 ½<br>463 (500-1 ½) | 600-2<br>563 (600-2) | 720-2 ½<br>683 (700-2 ½) |

|           |          |            |        |
|-----------|----------|------------|--------|
| TACAN NBC | APCH CRS | Rwy Idg    | 12,202 |
| Chan 42   | 221°     | TDZE       | 16     |
|           |          | Arprt Elev | 37     |

AL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

\* When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1 1/4 miles.



**MISSED APPROACH:** Climbing right turn to 3000, join NBC R-307 direct BRAYS and hold. Continue climb in hold to 3000.

|        |                              |
|--------|------------------------------|
| ATIS ★ | BEAUFORT APP CON             |
| 256.15 | (ABV 3000) 125.125 292.125   |
|        | (3000 and BLW) 123.7 328.425 |

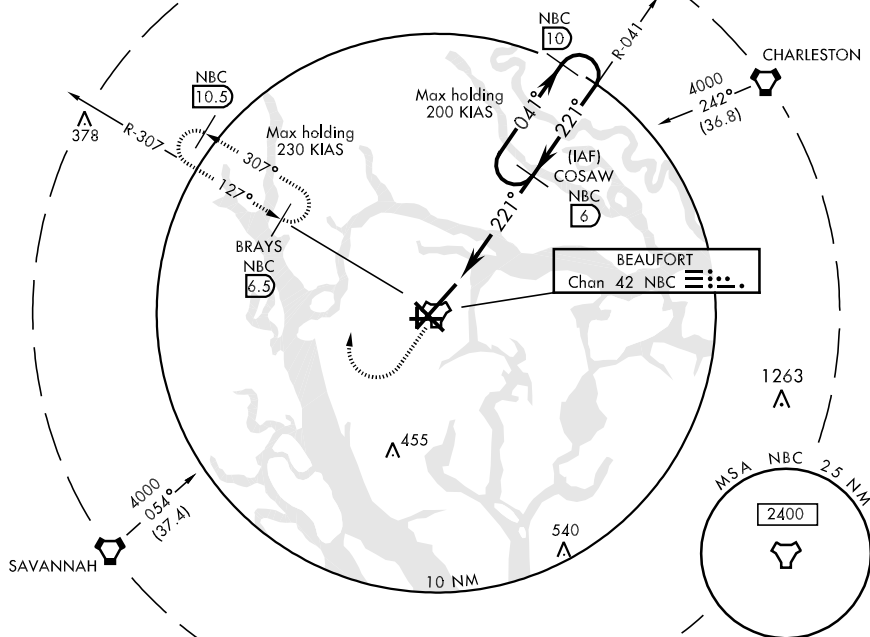
BEAUFORT TOWER ★  
119.05 342.875

GND CON  
8.15 348.62

CLNC DEL  
128.15 348.625

ASR/PAR

**CAUTION:** Intermediate segment length 4 NM.

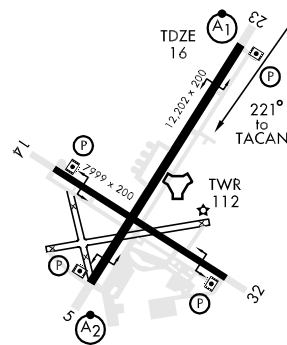
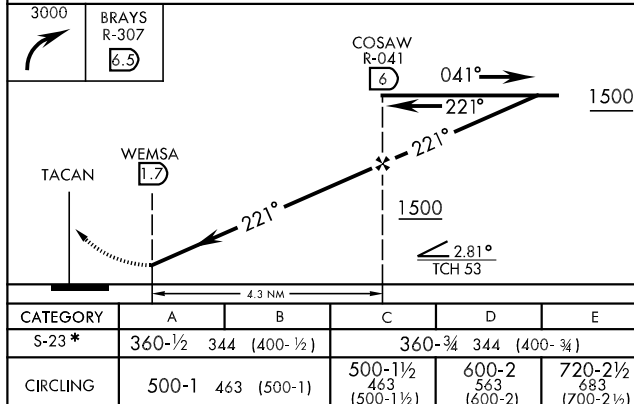


EMERG SAFE ALT 100 NM 3100

## ENROUTE FACILITIES

FIFV 37

H|RL Rwy 5-23 and 14-32



BEAUFORT, SOUTH CAROLINA

32° 29' N-80° 43' W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 1 10238

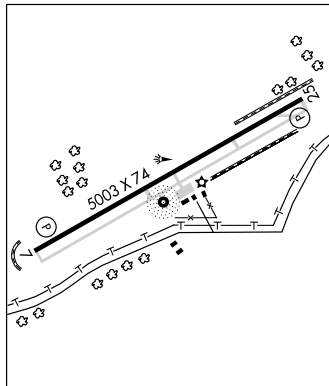
TACAN RWY 23

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2. 23 SEP 2010 to 21 OCT 2010

**BENNETTSVILLE**

**MARLBORO CO JETPORT—H.E. AVENT FLD** (BBP) 3 W UTC-5(-4DT) N34°37.30' W79°44.06' **CHARLOTTE**  
 147 B FUEL 100, JET A NOTAM FILE AND **H-9C, 12G, L-24J, 25E, 35A, 36E**  
**RWY 07-25:** H5003X74 (ASPH) S-28, D-43, 2D-70 MRL **IAP**  
**RWY 07:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.  
**RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.  
**AIRPORT REMARKS:** Attended Mon-Sat 1300-2200Z†, Sun 1800-2200Z†. For svc Sun call FBO 843-454-2303. For fuel after hrs call 843-862-4359. For FBO call 843-479-4797.  
**WEATHER DATA SOURCES:** AWOS-3 123.825 (843) 479-5817.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
**FLORENCE APP/DEP CON** 118.6 (1130-0300Z‡)  
**JAX CENTER APP/DEP CON** 133.45 (0300-1130Z‡)  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FLO.  
**FLORENCE (H) VORTAC** 115.2 FLO Chan 99 N34°13.98' W79°39.43' 354° 23.6 NM to fld. 110/03W. **HIWAS.**  
**BENNETTSVILLE NDB (MHW)** 230 BES N34°37.21' W79°43.99' at fld. NOTAM FILE AND.

**BERKELEY CO** (See MONCKS CORNER)**BISHOPVILLE**

**LEE CO—BUTTERS FLD** (52J) 2 N UTC-5(-4DT) N34°14.67' W80°14.16' **CHARLOTTE**  
 211 NOTAM FILE AND **L-24J, 25E, 36E**  
**RWY 06-24:** H3200X60 (ASPH)  
**AIRPORT REMARKS:** Unattended.  
**COMMUNICATIONS:** CTAF 122.9  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.  
**CHESTERFIELD (L) VOR/DME** 108.2 CTF Chan 19 N34°39.03' W80°16.50' 178° 24.4 NM to fld. 560/03W.

**BRANHAM** (See DARLINGTON)

**CALAB** N33°53.12' W78°37.80' NOTAM FILE CRE. **CHARLOTTE**  
**NDB (LOM)** 267 CR 233° 6.4 NM to Grand Strand.

**CALHOUN FALLS**

**HESTER MEML** (ØA2) 1 E UTC-5(-4DT) N34°05.43' W82°34.91' **ATLANTA**  
 517 NOTAM FILE AND **L-24J**  
**RWY 10-28:** H3917X60 (ASPH) S-12.5 LRL  
**RWY 10:** Tree. **RWY 28:** Tree.  
**AIRPORT REMARKS:** Unattended. Remote controlled acft invof arpt. Rwy 10-28 and apron cracking badly. Grass coming up thru cracks.  
**COMMUNICATIONS:** CTAF 122.9  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.  
**ELECTRIC CITY (L) VORTACW** 108.6 ELW Chan 23 N34°25.15' W82°47.08' 151° 22.5 NM to fld. 736/00E.

|                   |             |          |             |
|-------------------|-------------|----------|-------------|
| NDB BES           | APP CRS     | Rwy Idg  | <b>5003</b> |
| <b><u>230</u></b> | <b>072°</b> | TDZE     | <b>147</b>  |
|                   |             | Apt Elev | <b>147</b>  |

BENNETTSVILLE/  
MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

# NDB RWY 7



ANA

### Visibility reduction by helicopters NA.

When local altimeter setting not received, use Florence  
altimeter setting and increase all MDA 80 feet.  
When VGSI inop, Circling Rwy 25 NA at night.

**MISSED APPROACH:** Climb to 2000 then left turn direct BES NDB and hold.

AWOS-3

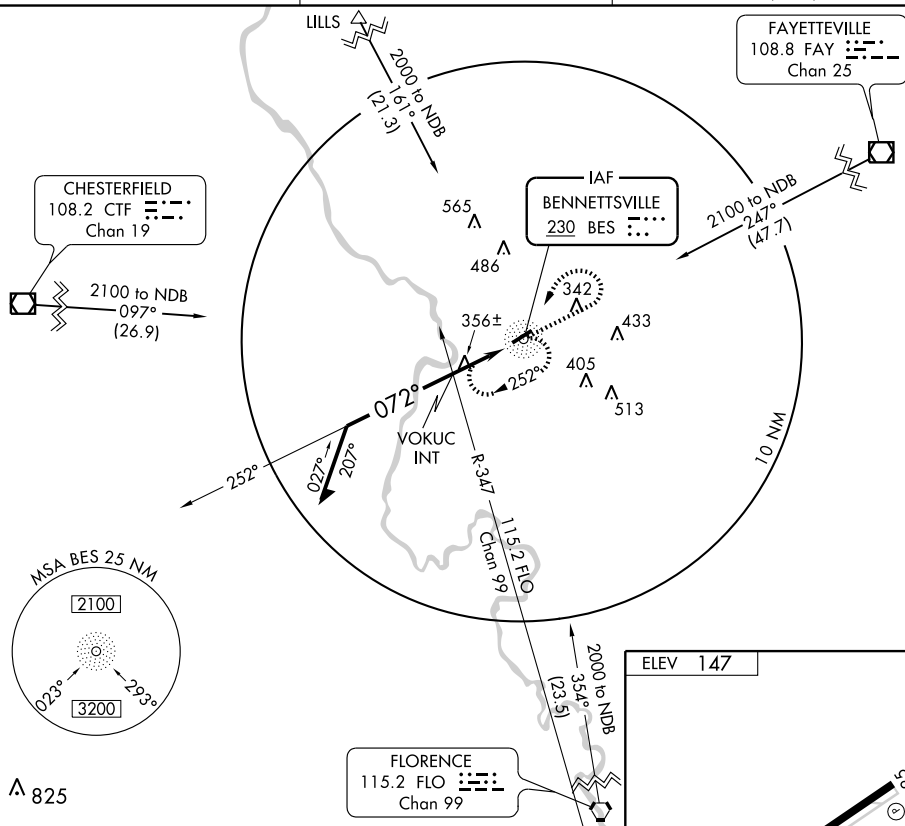
**123.825**

FLORENCE APP CON ★

118.6 341.7

UNICOM

### 122.8 (CTAF)



Remain  
within 10 NM

ND

2000


RES

ELEV 147

TDZ

142

072° to  
BES NDB

|          |       |  |                        |                        |  |
|----------|-------|---|------------------------|------------------------|--|
| CATEGORY | A     |   | B                      |                        |  |
| S-7      | 660-1 | 513 (600-1)   | 660-1½<br>513 (600-1½) | 660-1¾<br>513 (600-1¾) |  |
| CIRCLING | 660-1 | 513 (600-1)   | 660-1½<br>513 (600-1½) | 700-2<br>553 (600-2)   |  |

MIRL Rwy 7-25  
REIL Rwy 7 and 25

BENNETTSVILLE, SOUTH CAROLINA

BENNETTSVILLE/ MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

Amdt 5 29JUL10

34°37'N-79°44'W

NDB RWY 7

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2. 23 SEP 2010 to 21 OCT 2010



WAAS  
CH **77818**  
**W07A**

APP CRS  
**065°**

Rwy Idg **5003**  
TDZE **147**  
Apt Elev **147**

BENNETTSTVILLE/

MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

RNAV (GPS) RWY 7

**⚠** When VGSI inop, Circling Rwy 25 NA at night. Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 61 feet and MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and Cat D visibility ¼ mile. VDP NA with Florence altimeter setting.

MISSED APPROACH: Climb to 2500  
direct to LADKE and hold.

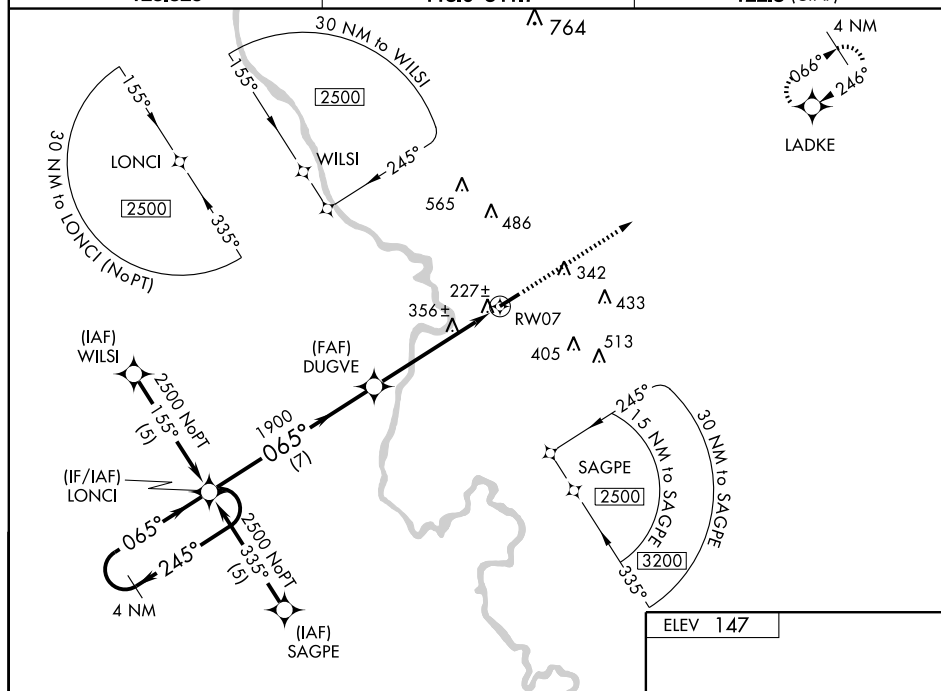
AWOS-3

**123.825**

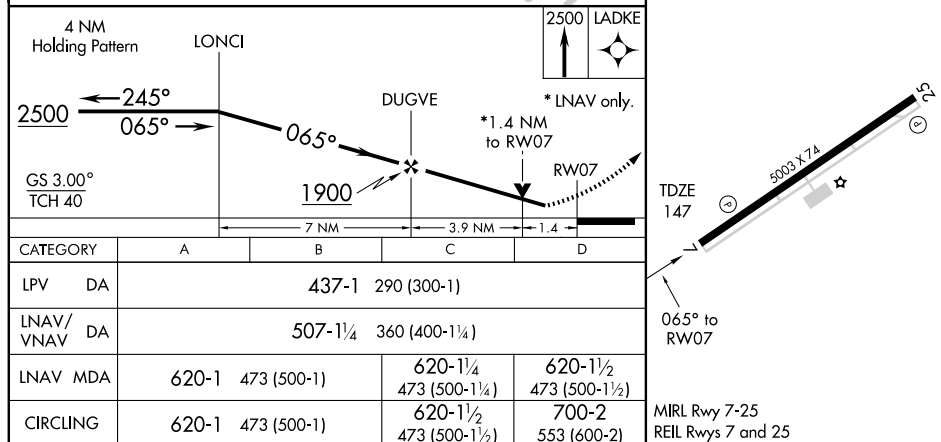
FLORENCE APP CON ★

**118.6 341.7**

UNICOM

**122.8** (CTAF)

ELEV 147

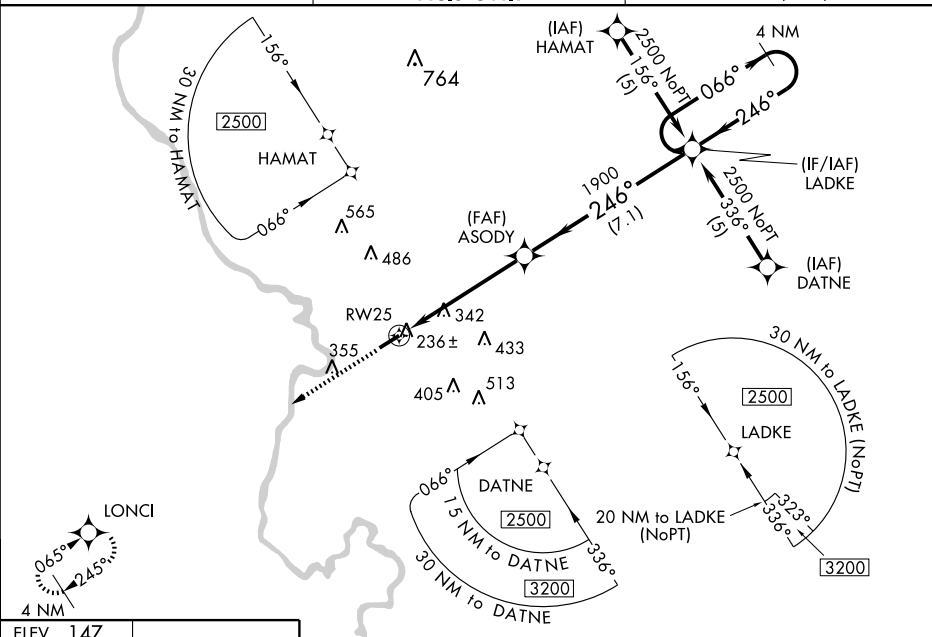


|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>42818</b><br><b>W25A</b> | APP CRS<br><b>246°</b> | Rwy Idg <b>5003</b><br>TDZE <b>147</b><br>Apt Elev <b>147</b> |
|--|------------------------|---|

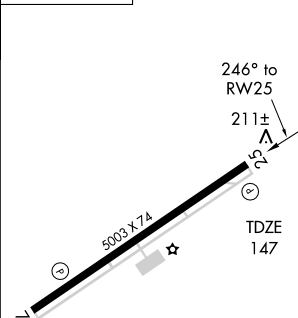
BENNETTSTVILLE/  
MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)**RNAV (GPS) RWY 25**  
MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

**⚠** When VGSI inop, Straight-In/Circling Rwy 25 procedure NA at night. Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 61 feet and MDA 80 feet. Increase LPV all Cats, and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct LONCI and hold.

AWOS-3  
**123.825**FLORENCE APP CON★  
**118.6 341.7**UNICOM  
**122.8 (CTAF)**

ELEV 147

MIRL Rwy 7-25  
REIL Rws 7 and 25

2500

↑

LONCI

✧

VGSI and descent angles not coincident.

4 NM Holding Pattern

ASODY

LADKE

RW25

066° →

← 246°

2500

246°

1900

GS 3.00°

TCH 52

5.3 NM

7.1 NM

| CATEGORY     | A                   | B           | C                      | D                      |
|--------------|---------------------|-------------|------------------------|------------------------|
| LPV DA       | 441-1 294 (300-1)   |             |                        |                        |
| LNAV/VNAV DA | 621-1¾ 474 (500-1¾) |             |                        |                        |
| LNAV MDA     | 680-1               | 533 (600-1) | 680-1½<br>533 (600-1½) | 680-1¾<br>533 (600-1¾) |
| CIRCLING     | 680-1               | 533 (600-1) | 680-1½<br>533 (600-1½) | 700-2<br>553 (600-2)   |

|  |                        |                             |  |
|--|------------------------|-----------------------------|--|
| VORTAC FLO<br><b>115.2</b><br>Chan <b>99</b> | APP CRS<br><b>354°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>147</b> |
|--|------------------------|-----------------------------|--|

BENNETTSVILLE/  
MARLBORO CO

VOR/DME-A  
E. AVENT FIELD (BBP)

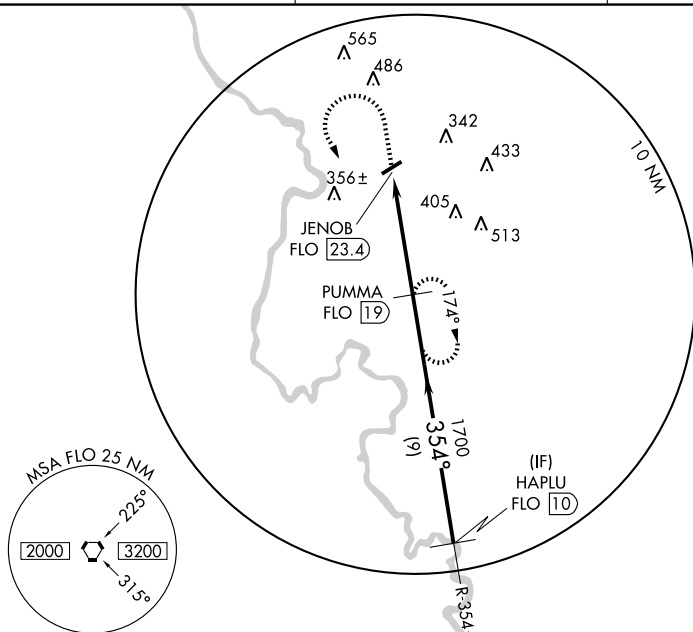
**T** When local altimeter setting not received, use Florence altimeter setting and increase all MDA 80 feet.  
**A** When VGSI inop, Circling Rwy 25 NA at night.

**MISSED APPROACH:** Climb to 900 then climbing left turn to 2000 via FLO VORTAC R-354 to PUMMA/FLO 19 DME and hold.

AWOS-3  
123.825

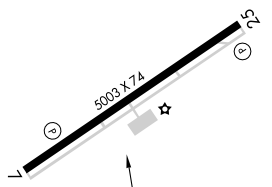
FLORENCE APP CON ★  
118.6 341.7

UNICOM  
122.8 (CTAF)

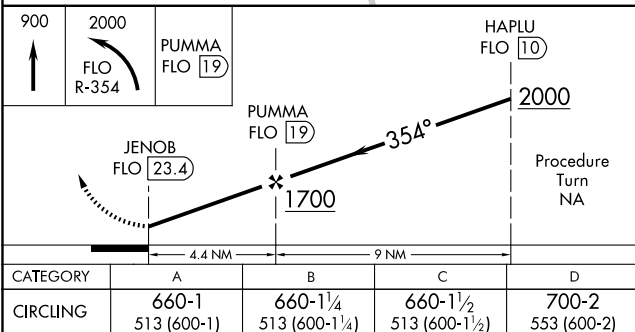


Procedure NA for arrivals at FLO VORTAC on T200 southeast bound, and on FLO VORTAC airway radials 312 CW 043.

IAF  
FLORENCE  
115.2 FLO   
Chan 99



MIRL Rwy 7-25  
REIL Rwy 7 and 25



BENNETTSVILLE, SOUTH CAROLINA  
Amdt 5 29JUL10

BENNETTSVILLE/ MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

34°37'N-79°44'W

VOR/DME-A

**SE-2, 23 SEP 2010 to 21 OCT 2010**

SE-2. 23 SEP 2010 to 21 OCT 2010

## CAMDEN

**WOODWARD FLD** (CDN) 3 NE UTC-5(-4DT) N34°17.02' W80°33.89'

302 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE AND

**RWY 06-24:** H5000X100 (ASPH) S-30, D-55, 2D-90 MIRL

**RWY 06:** REIL. PAPI(P2L)—GA 3.0° TCH 31'. Tree.

**RWY 24:** REIL. PAPI(P2L)—GA 3.0° TCH 28'. Tree.

**RWY 14-32:** H2998X100 (ASPH) S-30, D-55, 2D-90

**RWY 14:** Tree.

**RWY 32:** Tree.

**AIRPORT REMARKS:** Attended 1300-2300Z†. For after hrs svc Sat-Sun, call 803-260-1128 or 803-446-0214. Aerobatic box overhead arpt up to 4000' during dalgt hrs. Twy clsd between AER 06 and AER 14. MIRL Rwy 06-24 preset low ints; to increase ints and ACTIVATE REIL Rwy 06 and Rwy 24, PAPI Rwy 06 and Rwy 24-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.975 (803) 424-1979.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ **SHAW APP/DEP CON** 125.4 (1200-0430Z†)

**JAX CENTER APP/DEP CON** 124.7 (0430-1200Z†)

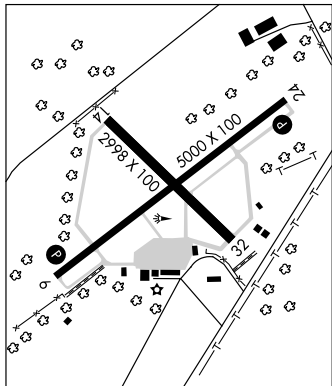
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

**CHESTERFIELD (L) VOR/DME** 108.2 CTF Chan 19 N34°39.03'  
W80°16.50' 216° 26.3 NM to fld. 560/03W.

**CHARLOTTE**

H-9B, 12G, L-24J, 25D

IAP



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86505</b><br><b>W06A</b> | APP CRS<br><b>057°</b> | Rwy Idg <b>5000</b><br>TDZE <b>302</b><br>Apt Elev <b>302</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 6

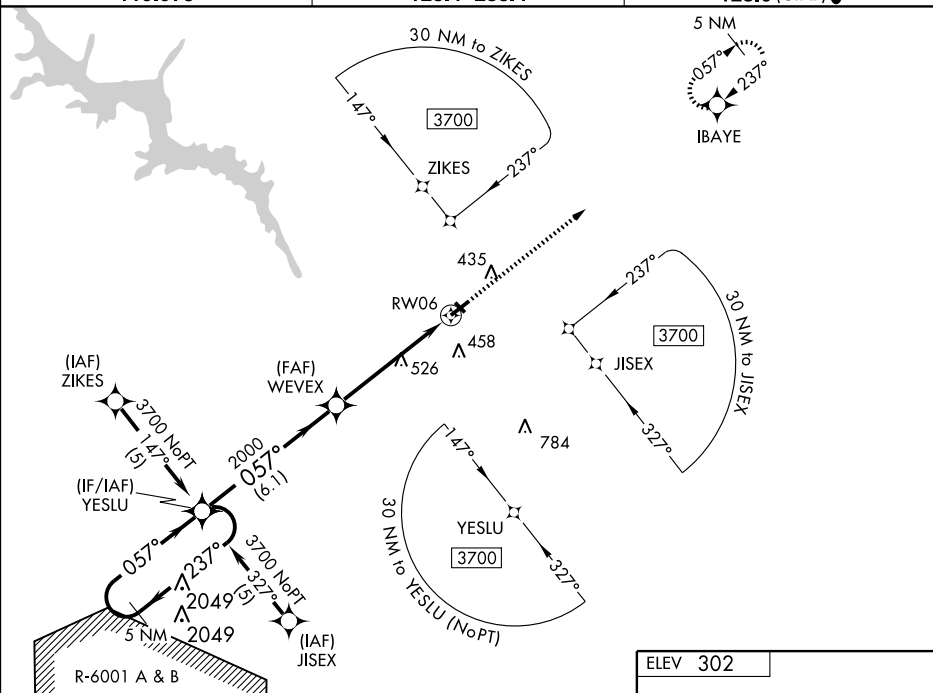
CAMDEN/ WOODWARD FIELD (CDN)

**NA** Baro-VNAV NA when using Columbia altimeter setting. If local altimeter setting not received, use Columbia altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 3000 direct IBAYE and hold.



AWOS-3  
**119.975**

SHAW APP CON★  
125.4 285.4

UNICOM  
123.0 (CTAF) **L**

5 NM  
Holding Pattern

YESLU

|   |   |
|---|---|
| 3000  | IBAYE   |
|  |  |

3700

GS 3.00°

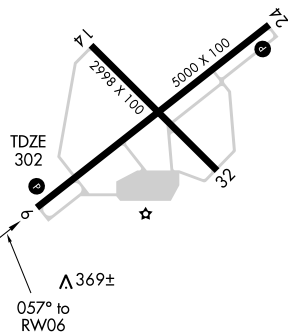
[illegible]

WEVEX

A diagram showing a 10 nm wide channel. The channel is divided into two sections by a vertical line. The left section is labeled 6.1 nm and the right section is labeled 5.2 nm. The total width is 10 nm.

| CATEGORY         | A                   | B | C                      | D                      |
|------------------|---------------------|---|------------------------|------------------------|
| LPV DA           | 582-1 280 (300-1)   |   |                        |                        |
| LNAV/<br>VNAV DA | 713-1½ 411 (500-1½) |   |                        |                        |
| LNAV MDA         | 780-1 478 (500-1)   |   | 780-1¼<br>478 (500-1¼) | 780-1½<br>478 (500-1½) |
| CIRCLING         | 840-1 538 (600-1)   |   | 840-1½<br>538 (600-1½) | 860-2<br>558 (600-2)   |

ELEV 302



MIRL Rwy 6-24 **L**  
REIL Rwy 6 and 24 **L**

APP CRS  
**237°**

|          |             |
|----------|-------------|
| Rwy Idg  | <b>5000</b> |
| TDZE     | <b>302</b>  |
| Apt Elev | <b>302</b>  |

# RNAV (GPS) RWY 24

## CAMDEN/ WOODWARD FIELD (CDN)

CAMDEN/ WOODWARD FIELD (CDN)



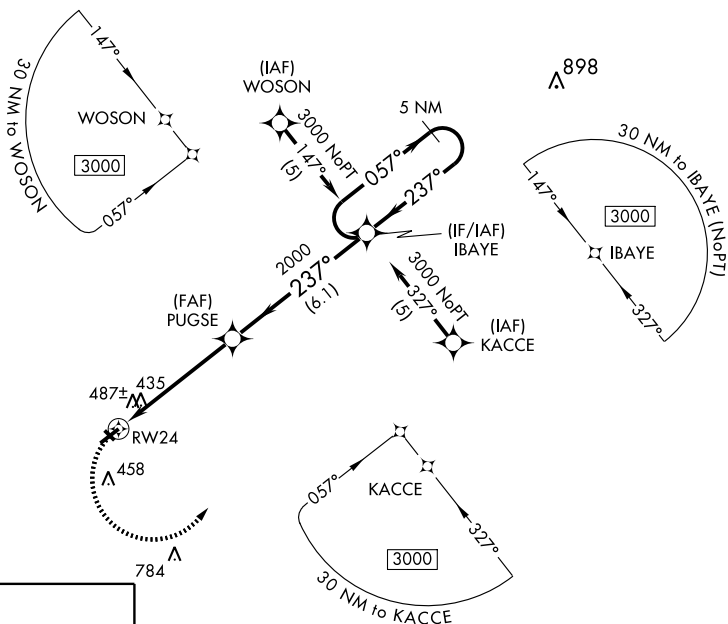
If local altimeter setting not received, use Columbia altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climbing left turn to 3000 direct IBAYE and hold.

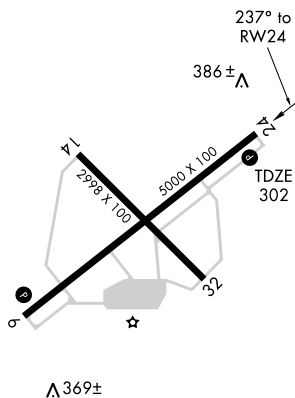
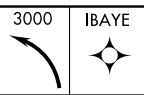
AWOS-3  
**119.975**

SHAW APP CON★  
125.4 285.4

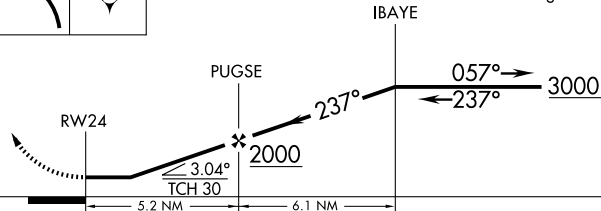
UNICOM  
123.0 (CTAF) **L**



ELEV 302

MIRL Rwy 6-24 **L**REIL Rwy 6 and 24 **L**

5 NM  
Holding Pattern



| CATEGORY | A                 | B | C                      | D                      |
|----------|-------------------|---|------------------------|------------------------|
| LNAV MDA | 800-1 498 (500-1) |   | 800-1¼<br>498 (500-1¼) | 800-1½<br>498 (500-1½) |
| CIRCLING | 840-1 538 (600-1) |   | 840-1½<br>538 (600-1½) | 860-2<br>558 (600-2)   |

CAMDEN, SOUTH CAROLINA  
Orig 10266

34° 17'N-80° 34'W

CAMDEN/ WOODWARD FIELD (CDN)  
RNAV (GPS) RWY 24

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

|   |                        |                             |  |
|---|------------------------|-----------------------------|--|
| VOR/DME CTF<br><b>108.2</b><br>Chan <b>19</b> | APP CRS<br><b>216°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>302</b> |
|---|------------------------|-----------------------------|--|

VOR/DME-A

CAMDEN/ WOODWARD FIELD (CDN)

**V** If local altimeter setting not received, use Columbia  
**Δ** NA altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing left turn to 2000 via  
CTF VOR/DME R-216 to JEENS/21 DME and hold.

AWOS-3  
**119.975**

SHAW APP CON ★  
**125.4 285.4**

UNICOM  
**123.0** (CTAF) **0**

**Δ** 1049

Procedure NA for arrivals at CTF  
VOR/DME via V155 NE bound.

IAF  
CHESTERFIELD  
108.2 CTF **19**  
Chan **19**

10 NM

2000

216° (9)

JEENS  
CTF **21**

MAGUH  
CTF **25.9**

487± 435

458

784 **Δ**

MSA CTF 27 NM

**2300**

ELEV 302

216° 4.9 NM  
from FAF

**Δ** 369±

2000

CTF  
R-216

JEENS  
CTF **21**

Procedure  
Turn NA

VOR/DME

MAGUH  
CTF **25.9**

JEENS  
CTF **21**

WETEL  
CTF **12**

2100

216° — 2100

4.9 NM

9 NM

12 NM

| CATEGORY | A                    | B                      | C                      | D                    |
|----------|----------------------|------------------------|------------------------|----------------------|
| CIRCLING | 840-1<br>538 (600-1) | 840-1¼<br>538 (600-1¼) | 840-1½<br>538 (600-1½) | 860-2<br>558 (600-2) |

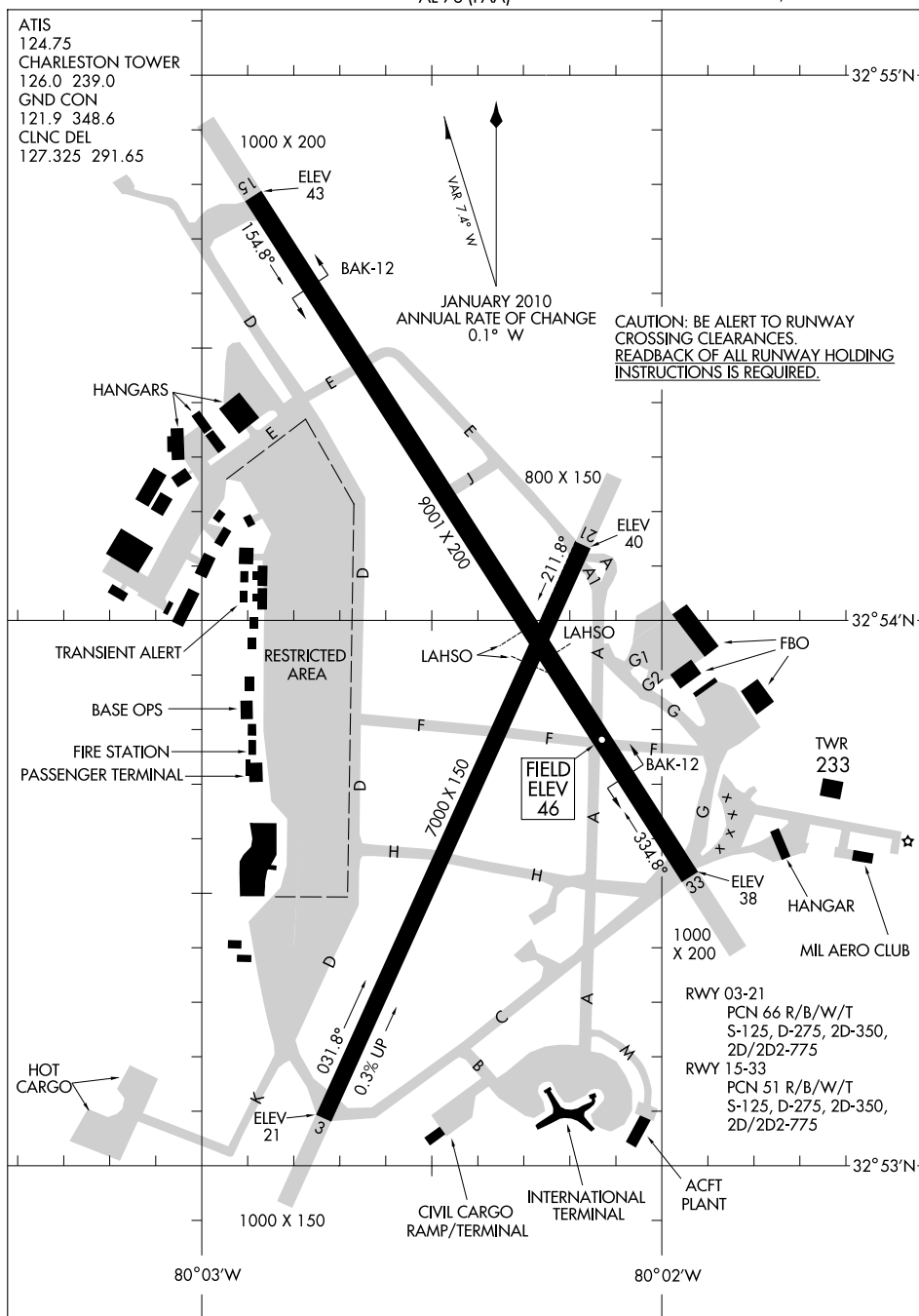
MIRL Rwy 6-24 **0**  
REIL Rwys 6 and 24 **0**

## AIRPORT DIAGRAM

AL-76 (FAA)

CHARLESTON AFB/INTL (CHS)  
CHARLESTON, SOUTH CAROLINA

SE-2, 23 SEP 2010 to 21 OCT 2010



SE-2, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

CHARLESTON, SOUTH CAROLINA  
CHARLESTON AFB/INTL (CHS)



## CHARLESTON

**CHARLESTON AFB/INTL** (CHS)(KCHS) CIV/MIL 9 NW UTC-5(-4DT) N32°53.92' W80°02.43' **CHARLOTTE**

46 B S4 **FUEL** 100, JET A1+ OX 1 TPA—See Remarks LRA **H-9C, 12G, L-24I**

Class I, ARFF Index C NOTAM FILE CHS

**IAP, AD**

**RWY 15-33:** H9001X200 (CONC-GRVD) S-125, D-275, 2D-350, 2D/2D2-775 PCN 51 R/B/W/T

HIRL CL

**RWY 15:** ALSF2. TDZL. PAPI(P4L)—GA 3.0°.

**RWY 33:** MALSR. PAPI(P4L)—GA 3.0° TCH 46'.

**RWY 03-21:** H7000X150 (CONC-GRVD) S-125, D-275, 2D-350, 2D/2D2-775 PCN 66 R/B/W/T

HIRL 0.3% up NE

**RWY 03:** REIL. PAPI(P4L)—GA 3.0°. TCH 50'.

**RWY 21:** REIL. PAPI(P4L)—GA 3.0°. TCH 50'.

# **LAND AND HOLD SHORT OPERATIONS**

| LANDING       | HOLD SHORT POINT | DIST AVBL |
|---------------|------------------|-----------|
| <b>RWY 03</b> | 15-33            | 5543      |
| <b>RWY 15</b> | 03-21            | 5700      |
| <b>RWY 33</b> | 03-21            | 2900      |

## **ARRESTING GEAR/SYSTEM**

**RWY 15** ← BAK-12A(B) (1250')

BAK-12A(B) (1460') → **RWY 33**

**MILITARY SERVICE:** KCHS mil provides no security and no acft svcs at FBO's and commercial terminal. Military acft for FBO parking/svc rqr PPR 843-746-7600. **LGT:** Afld rotating bcn not visible from northwest. **A-GEAR** Rwy 15-33 BAK 12A rqr 1hr prior notice. **JASU** 8(MD-3M) 2(MA-1A) (M32A-60) (M32A-60A) **FUEL** J8 (FBO's, C843-746-7600; C843-414-9200). (NC-100LL, A1+) All acft requiring fuel, please have in your possession the white DD form 1896 fuel card, US government air card or your base billing information. **FLUID** SOAP—Routine SOAP samples not avbl; SP PRESAIR LHOX LOX **OIL** Non-detergent oil not avbl for piston acft. O-128-133-148(Mil).

**AIRPORT REMARKS:** Closed continuously. Rwy 03-21 CLOSED monthly 2nd Thu 1330-2200Z. Rwy 15-33 CLOSED last Thu of each month 1330-2200Z. Intensive heavy military jets and other miscellaneous acft executing numerous cargo and personnel drops, high speed low-level formation flights and miscellaneous air-to-ground ops. No student solo touch and go ldg allowed. PPR for parking of general aviation acft on terminal ramp ctc 843-767-1100. Parking on terminal apron restricted to commercial air carrier and acft for customs clearance by prior arrangement only. Flight Notification Service (ADCUS) avbl.

**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Remark. **RSTD** Transient-acft for military ramp Follow-Me rgr. All acft must ctc Palmetto OPS prior to entering military ramp for parking assignment. Rwy condition reading not avbl. Intersection twy on mil ramp in front of spot 29-34 clsd to through tfc. All inbound VIP Code 7 or higher, passenger, cargo acft must ctc Palmetto OPS no later than 30 min prior to ldg. AMC acft ops rstd during Bird Watch condition moderate (tkf or ldg permission only when dep/arr route avoid identification bird activity, no local IFR/VFR tfc pattern acft) and severe (tkf and ldg prohibited without OG/CC approval), ctc Palmetto OPS for current Bird Watch condition. Non-AMC aircrews requesting Remain Overnight svc ctc Comd Post (Palmetto OPS)DSN 673-8400, C843-963-8400 prior arrival. Terminal apron restricted to commercial air carrier and acft for Customs clearance by PPR. **CAUTION** Migratory bird season Phase II Apr 1-15 and 1 Aug-Nov 30. Rwy 15-33 raised apch lgt in ovrn, Rwy 03 ovrn 800'. Rwy 21 from thld frequently parked train cars (25' AGL) 1000' from thld and gravel piles (to 50' AGL) 1500' from thld. Twy D wingtip clnc line 161' from twy centerline. Rwy 15-33 no rwy end lgt. Rwy 15-33 1' raised thld lgt. Rwy 15-33 1000' ovrn has frangible raised apch lgt. Wingtip clnc lines on military ramp inter-twy 115' from centerline. Twy D and military ramp uncontrolled movement area. Rwy 21 holdline on Twy E 1000' from rwy centerline. Twy into military Aero Club ramp unlgtd. Military ramp acft ctc CHS GND Control for engine start and taxi. **TFC PAT** TPA—Rectangular 1200 (1154), overhead 1700 (1654), light acft 700 (654), C5A 2000 (1954). **NS ABTMT** Practice circle approach prohibited 0200-1100Z. **MISC** Temporary storage of classified materials: up to Secret at Base Ops and Top Secret at Comd Post. Rwy condition reading not avbl. Base OPS DSN 673-3024, C843-963-3024. If civil side of arpt is final destination, acft commander will so indicate on DD 175. Dangerous cargo acft ctc PTD primary, Palmetto OPS secondary. All AMC mission acft ctc Palmetto OPS when within radio range. RVR avbl via FAA twr. Airfield surface wx observations taken in accordance with FAA criteria, not Air Force criteria. Mil wx advisory/warning avbl on request via Metro. LLWAS. Mil wx clsd Mon-Fri, 0001-1000Z, clsd Sat, Sun and hol. Wx briefings for tran aircrews byd normal opr hr avbl via 26 OWS/Barksdale AFB, DSN 781-3952/3949/1212; C318-456-3949/1212. Military Aero Club acft ctc CHS ground control prior to taxi.

**WEATHER DATA SOURCES:** ASOS (843) 554-9862. **HIWAS** 113.5 CHS. LLWAS.

**COMMUNICATIONS:** ATIS 124.75 **UNICOM** 122.95 **PTD** 372.2

**RCO** 122.1R 113.5T (ANDERSON RADIO)

**RCO** 113.5T 122.2 122.5 (ANDERSON RADIO)

Ⓡ **APP CON** 120.7 306.925 (151°-330°) 135.8 379.925 (331°-150°) 119.3 284.0 317.45

Ⓡ **DEP CON** 120.7 306.925 (151°-330°) 135.8 379.925 (331°-150°)

**TOWER** 126.0 239.0 **GND CON** 121.9 348.6 **CLNC DEL** 127.325 291.65

**PALMETTO OPS** 134.1 349.4 (Have quick timing avbl 255.5) **PMSV METRO** 233.95

**AIRSPACE:** CLASS C svc continuous ctc **APP CON**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHS.

(H) **VORTAC** 113.5 CHS Chan 82 N32°53.66' W80°02.27' at fld. 39/05W. **HIWAS.**

**ASHLY NDB (HW/LOM)** 329 CH N32°58.58' W80°05.85' 153° 5.5 NM to fld.

**ILS** 109.7 I-CHS Rwy 15. Class IIE. LOM **ASHLY NDB.**

**ILS** 108.9 I-CCI Rwy 33. Class ID. ILS/LOC unusable byd 20° right of course.

|  |                         |  |
|--|-------------------------|--|
| VORTAC CHS<br><b>113.5</b><br>Chan <b>82</b> | APCH CRS<br><b>157°</b> | Rwy Idg <b>9001</b><br>TDZE <b>43</b><br>Arpt Elev <b>45</b> |
|--|-------------------------|--|

JAL-76 [USAF]

CHARLESTON AFB/INTL (KCHS)

**V** \*When ALS inop, increase CAT D RVR to 6000, vis to 1¼, CAT E vis to 1½.

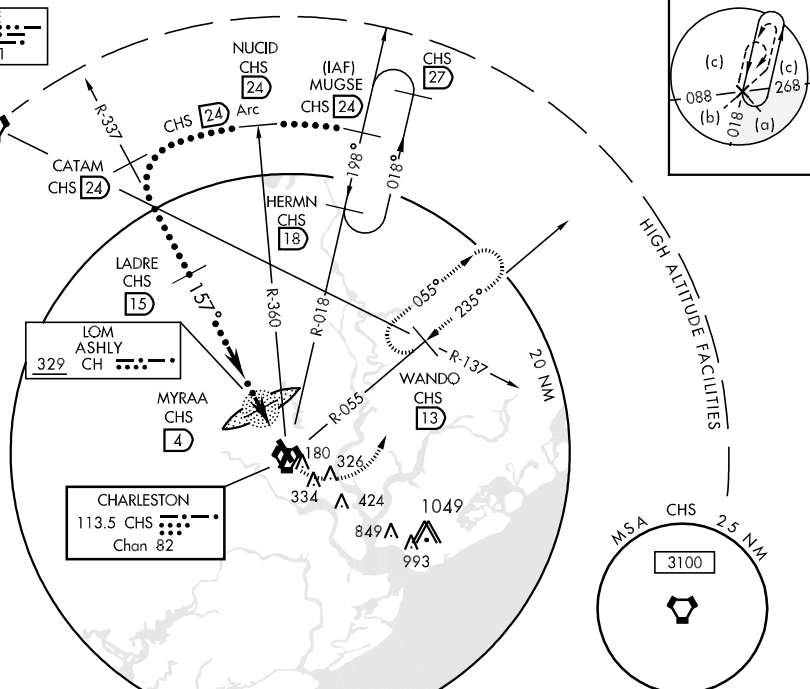
ALSF-2



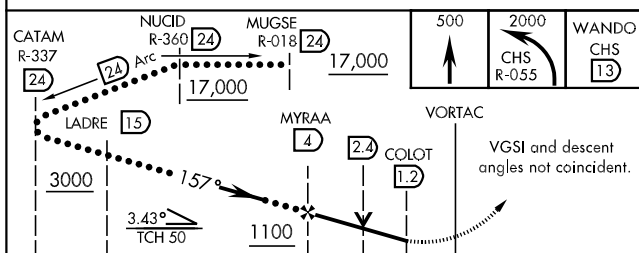
MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via CHS R-055 to WANDO INT/CHS 13 DME and hold.

|                       |  |  |                               |                                  |
|-----------------------|--|--|-------------------------------|----------------------------------|
| ATIS<br><b>124.75</b> | CHARLESTON APP CON<br><b>120.7 306.925</b> (151° - 330°)<br><b>135.8 257.1</b> (331° - 150°) | CHARLESTON TOWER<br><b>126.0 239.0</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>127.325 381.6</b> |
|-----------------------|--|--|-------------------------------|----------------------------------|

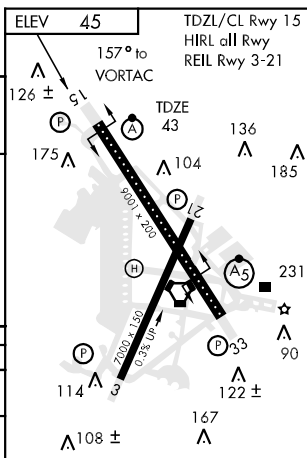
VANCE  
110.4 VAN  
Chan 41



EMERG SAFE ALT 100 NM 3200



| CATEGORY | C                      | D                    | E                      |
|----------|------------------------|----------------------|------------------------|
| S-15 *   | 460/40<br>417 (500-¾)  | 460/50 417           | (500-1)                |
| CIRCLING | 540-1½<br>495 (500-1½) | 600-2<br>555 (600-2) | 740-2½<br>695 (700-2½) |



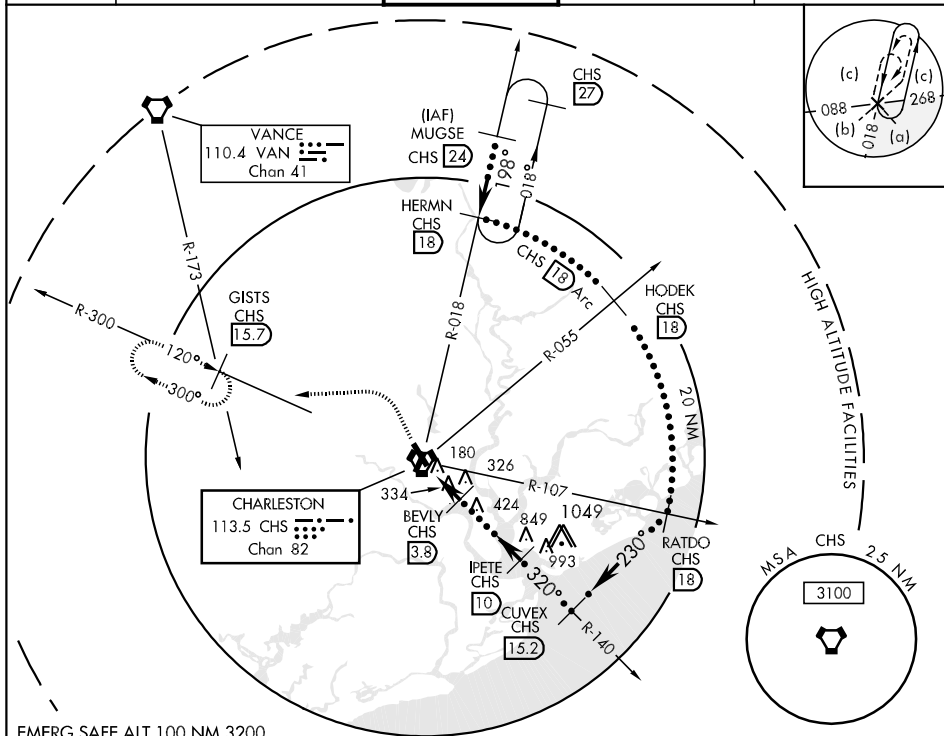
HI-VOR/DME or TACAN RWY 33

CHARLESTON AFB/INTL (KCHS)

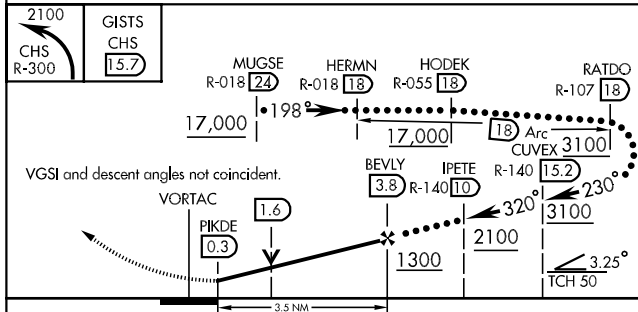


**MISSED APPROACH:** Climbing left turn to 2100  
via CHS R-300 to GISTS INT/CHS 15.7 DME and hold.

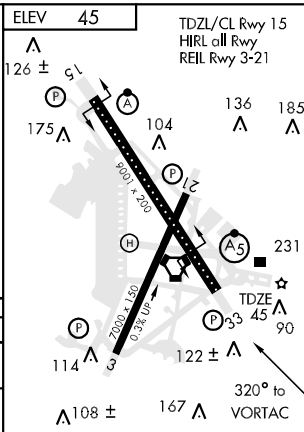
CLNC DEL  
**127.325 381.6**



EMERG SAFE ALT 100 NM 3200



| CATEGORY | C                      | D                     | E                      |
|----------|------------------------|-----------------------|------------------------|
| S-33     | 500/40<br>455 (500-¾)  | 500/50<br>455 (500-1) | 500-1<br>455 (500-1)   |
| CIRCLING | 540-1½<br>495 (500-1½) | 600-2<br>555 (600-2)  | 740-2½<br>695 (700-2½) |



CHARLESTON AFB/INTL (KCHS)

Amdt 5 10210

HI-VOR/DME or TACAN RWY 33

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2. 23 SEP 2010 to 21 OCT 2010

|                           |                        |                             |                                       |
|---------------------------|------------------------|-----------------------------|---------------------------------------|
| LOC I-CCI<br><b>108.9</b> | APP CRS<br><b>332°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9001</b><br><b>45</b><br><b>46</b> |
|---------------------------|------------------------|-----------------------------|---------------------------------------|

# ILS or LOC/DME RWY 33

CHARLESTON AFB/INTL (CHS)

**▼** DME from CHS VORTAC. Simultaneous reception of I-CCI and CHS DME required. DME Required.  
**▲** For inoperative MALSR, increase S-ILS 33 Cat E visibility to RVR 4000, increase S-LOC 33 Cat D visibility to RVR 5000 and Cat E visibility to RVR 6000.

MALSR



MISSED APPROACH: Climb to 500 then climbing left turn to 2100 on CHS VORTAC R-300 to GISTS INT/ CHS 15.7 DME and hold.

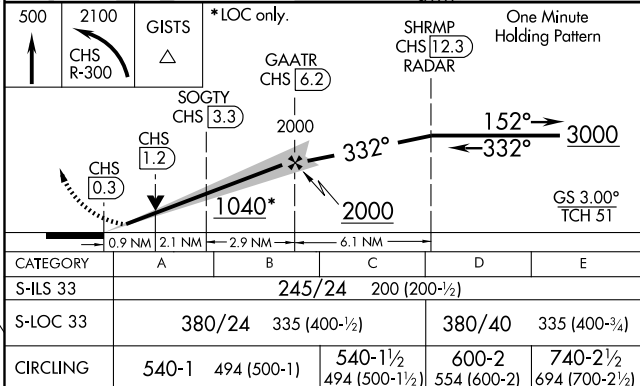
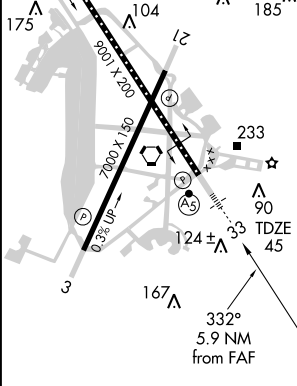
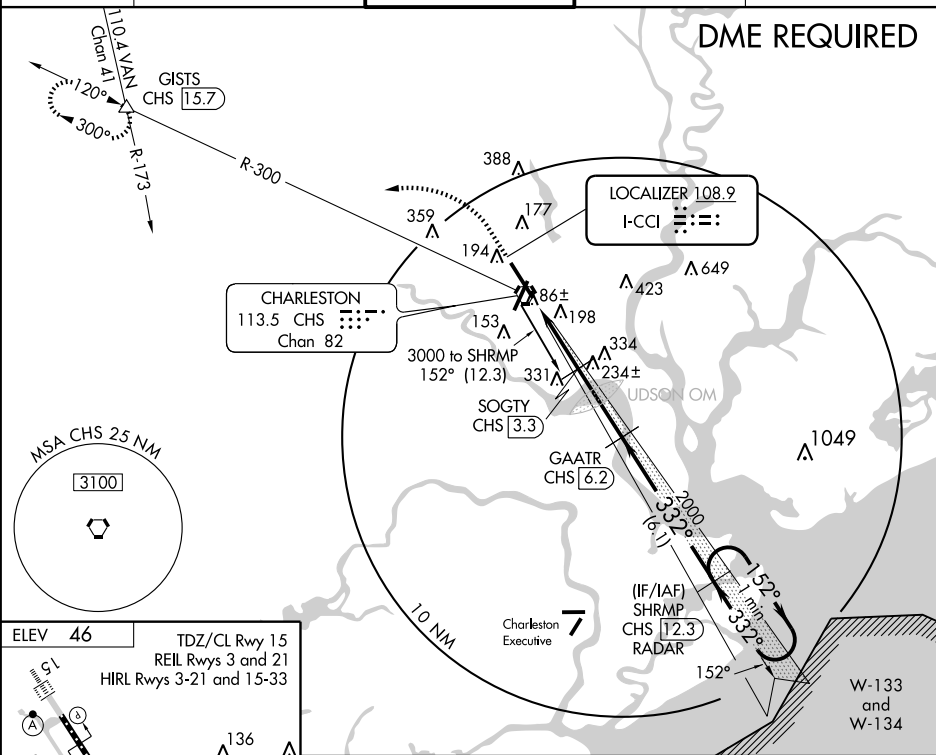
ATIS  
**124.75**

CHARLESTON APP CON  
**120.7 306.925**

CHARLESTON TOWER  
**126.0 239.0**

GND CON  
**121.9 348.6**

CLNC DEL  
**127.325 291.65**



|                     |             |          |             |
|---------------------|-------------|----------|-------------|
| LOC I-CHS           | APP CRS     | Rwy Idg  | <b>9001</b> |
| <b><u>109.7</u></b> | <b>152°</b> | TDZE     | <b>43</b>   |
|                     |             | Apt Elev | <b>45</b>   |

## ILS or LOC RWY 15

CHARLESTON AFB/INTL (CHS)

**T** For inoperative ASLF, increase S-ILS 15 Cat E visibility to RVR 4000 and S-LOC 15 Cat E visibility to RVR 6000.

ALSF-2



**MISSED APPROACH:** Climb to 500 then climbing left turn to 2000 via CHS VORTAC R-055 to WANDO INT/CHS 13 DME and hold.

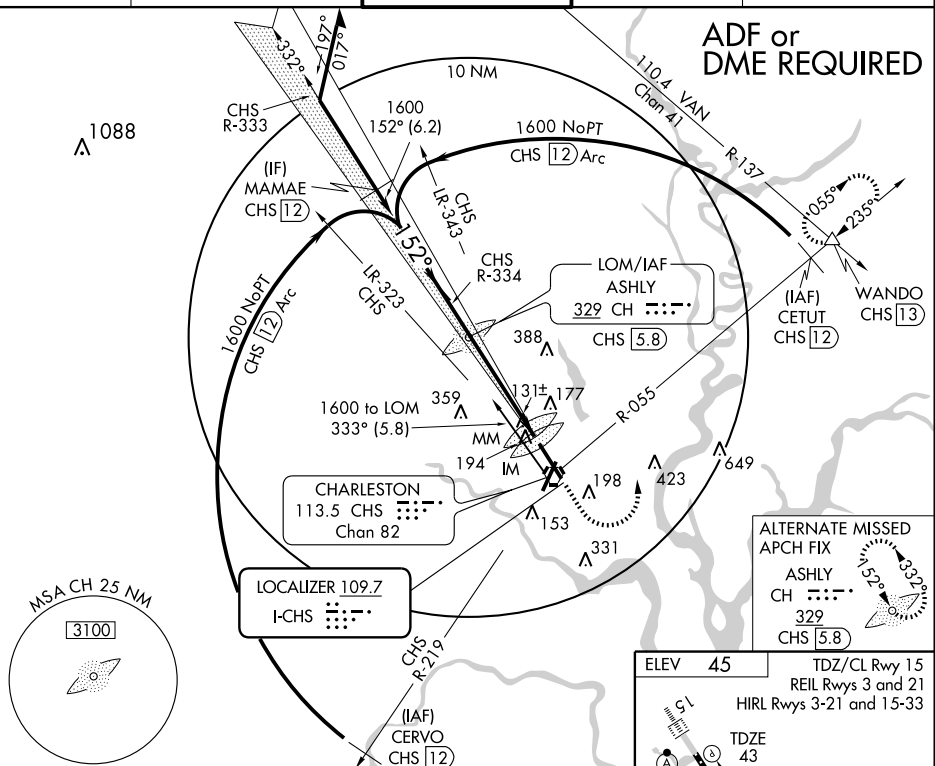
ATIS  
124.75

CHARLESTON APP CON  
120.7 306.925




CHARLESTON TOWER  
126.0 239.0

GND CON  
121.9 348.6

CLNC DEL  
**127.325 291.65**

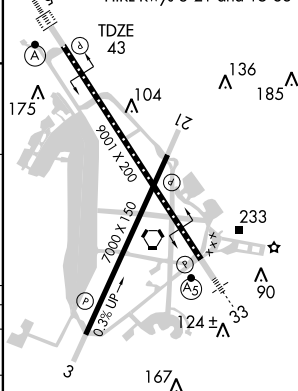


Remain  
within 15 NM

|   |   |   |
|---|---|---|
| 500   | 2000  | WANDO   |
|  | <br>CHS<br>R-055 |  |

|          |                    |             |                        | 4 NM                 |  | 0.4                    | 0.1 |  |
|----------|--------------------|-------------|------------------------|----------------------|--|------------------------|-----|--|
| CATEGORY | A                  | B           | C                      | D                    |  | E                      |     |  |
| S-ILS 15 | 243/18             |             | 200 (200-½)            |                      |  | 243/24<br>200 (200-½)  |     |  |
| S-LOC 15 | 400/24 357 (400-½) |             |                        | 400/40               |  | 357 (400-¾)            |     |  |
| CIRCLING | 540-1              | 495 (500-1) | 540-1½<br>495 (500-1½) | 600-2<br>555 (600-2) |  | 740-2½<br>695 (700-2½) |     |  |

|         |   |
|---------|---|
| ELEV 45 | TDZ/CL Rwy 15<br>REIL Rwy 3 and 21<br>HIRL Rwy 3-21 and 15-33 |
|---------|---|



| FAF to MAP 4.6 NM |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

CHARLESTON, SOUTH CAROLINA

Amdt 22 10266

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)

ILS or LOC RWY 15

SE-2, 23 SEP 2010 to 21 OCT 2010

2. 23 SEP 2010 to 21 OCT 2010

|                     |             |          |             |
|---------------------|-------------|----------|-------------|
| LOC I-CHS           | APP CRS     | Rwy Idg  | <b>9001</b> |
| <b><u>109.7</u></b> | <b>152°</b> | TDZE     | <b>43</b>   |
|                     |             | Apt Elev | <b>45</b>   |

**ILS RWY 15 (CAT II)**  
**CHARLESTON AFB/INTL (CHS)**

**T  
A**

ALSF-2

**MISSED APPROACH:** Climb to 500 then climbing left turn to 2000 via CHS VORTAC R-055 to WANDO INT/CHS 13 DME and hold.

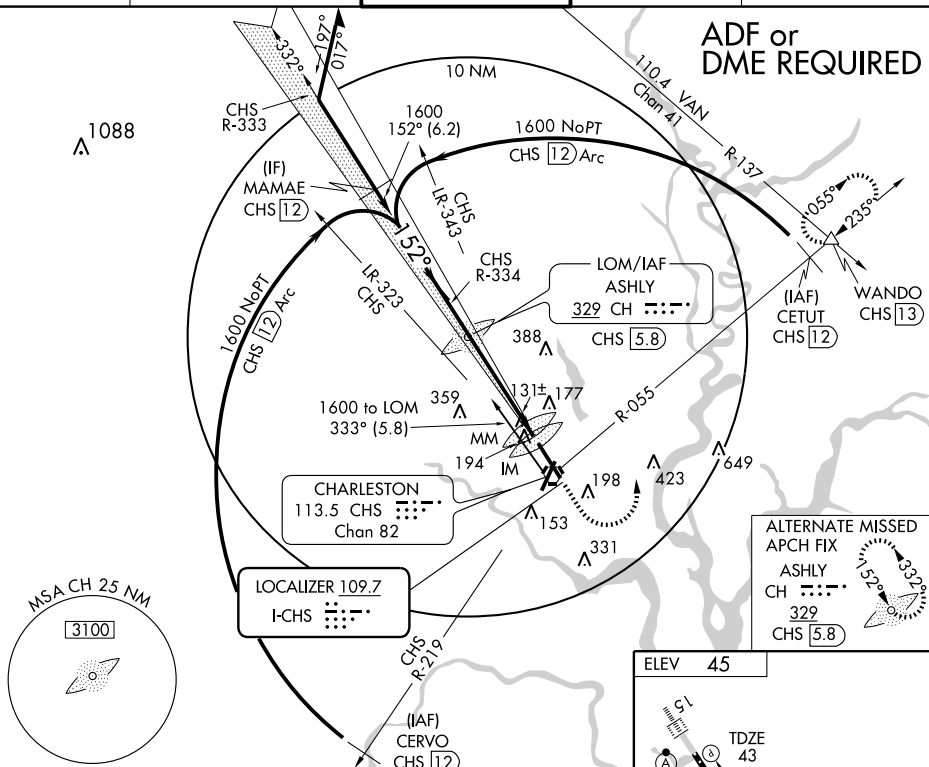
ATIS  
124.75

CHARLESTON APP CON  
120.7 306.925

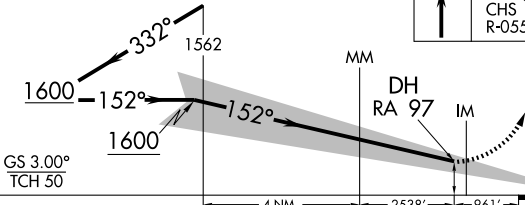
CHARLESTON TOWER  
126.0 239.0

GND CON  
121.9 348.6

CLNC DEL  
**127.325 291.65**



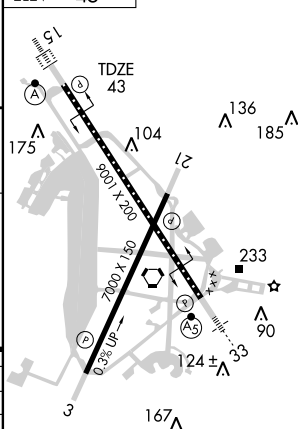
Remain  
within 15 NM



| CATEGORY | A        | B   | C      |
|----------|----------|-----|--------|
| S-ILS 15 | RA 97/12 | 100 | DA 143 |

CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED.

|      |    |
|------|----|
| ELEV | 45 |
|------|----|



TDZ/CL Rwy 15  
REIL Rwy 3 and 21  
HIRL Rwy 3-21 and 15-33

CHARLESTON, SOUTH CAROLINA

Amdt 22 10266

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)

ILS RWY 15 (CAT II)

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2. 23 SEP 2010 to 21 OCT 2010

## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

| CITY/AIRPORT              | LDG RWY | HOLD-SHORT POINT | MEASURED DISTANCE |
|---------------------------|---------|------------------|-------------------|
| CHARLESTON, SC            |         |                  |                   |
| CHARLESTON AFB/INTL (CHS) | 03      | 15-33            | 5,543 feet        |
|                           | 15      | 03-21            | 5,700 feet        |
|                           | 33      | 03-21            | 2,900 feet        |
| GREENSBORO, NC            |         |                  |                   |
| PIEDMONT TRIAD INTL (GSO) | 14      | 05R-23L          | 3,450 feet        |
|                           | 23      | 14-32            | 9,200 feet        |
| WINSTON-SALEM, NC         |         |                  |                   |
| SMITH REYNOLDS (INT)      | 33      | 04-22            | 6,010 feet        |

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

|  |                        |                             |                                       |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS<br>CH <b>86699</b><br><b>W03A</b> | APP CRS<br><b>029°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7000</b><br><b>35</b><br><b>45</b> |
|--|------------------------|-----------------------------|---------------------------------------|

# RNAV (GPS) RWY 3

CHARLESTON AFB/INTL (CHS)

- ▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).  
 ▲ For inoperative SSALR, increase LPV visibility to 1 all Cats,  
 LNAV/VNAV Cat E visibility to 1½, LNAV Cat A and B visibility  
 to 1, Cat D visibility to 1¼, and Cat E visibility to 1½.

MISSED APPROACH: Climb to  
2500 direct BAMDE and hold.

ATIS  
**124.75**

CHARLESTON APP CON  
**120.7 306.925**

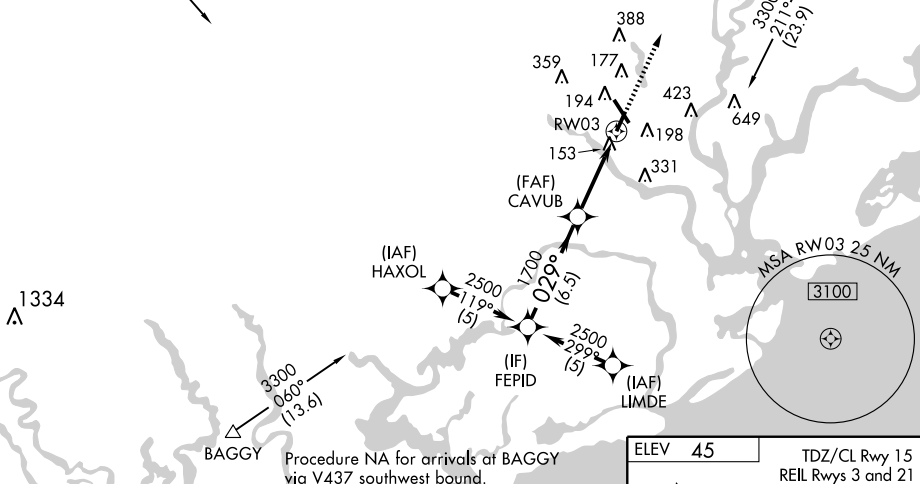
CHARLESTON TOWER  
**126.0 239.0**

GND CON  
**121.9 348.6**

CLNC DEL  
**127.325 291.65**

SACKS  
Procedure NA for arrivals at  
SACKS via V3 northbound and  
V118-311 eastbound.

5 NM  
BAMDE  
Procedure NA for arrivals at WANDO  
via V1 northeast bound.



Procedure  
Turn  
NA

FEPID

2500

CAVUB

029°

1700

GS 3.00°

TCH 50

6.5 NM

3.9 NM

1.2 NM

\*1.2 NM to RW03

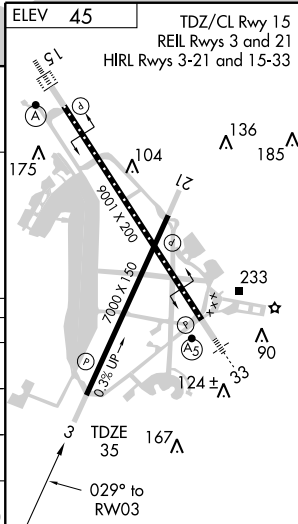
2500

BAMDE

\*LNAV only.

RW03

| CATEGORY     | A      | B | C            | D | E  |
|--------------|--------|---|--------------|---|--|
| LPV DA       | 286-¾  |   | 251 (300-¾)  |   |  |
| LNAV/VNAV DA | 458-1  |   | 423 (500-1)  |   |  |
| LNAV MDA     | 440-¾  |   | 405 (400-¾)  |   | 440-1 405 (400-1)                        |
| CIRCLING     | 540-1½ |   | 495 (500-1½) |   | 600-2 740-2½<br>555 (600-2) 695 (700-2½) |





|  |                        |                             |                                       |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS<br>CH <b>93519</b><br><b>W15A</b> | APP CRS<br><b>152°</b> | Rwy ldg<br>TDZE<br>Apt Elev | <b>9001</b><br><b>43</b><br><b>46</b> |
|--|------------------------|-----------------------------|---------------------------------------|

## RNAV (GPS) RWY 15

CHARLESTON AFB/ INTL (CHS)

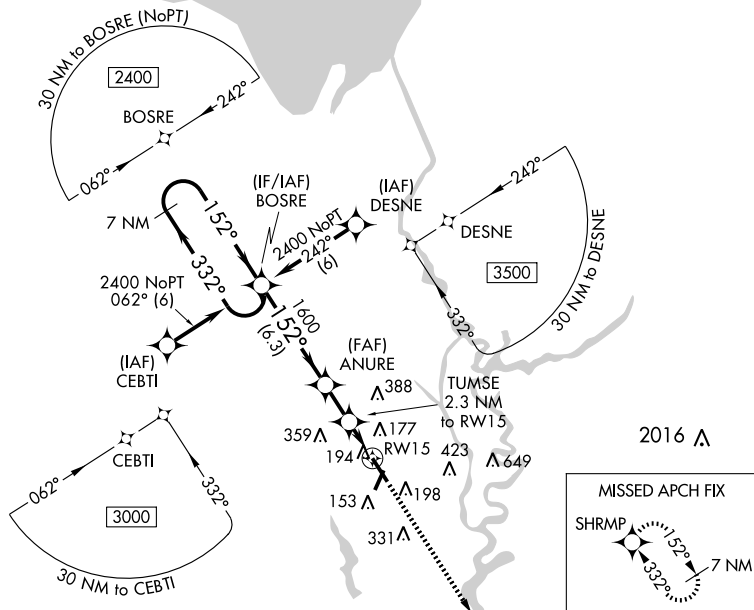
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative ALSF-2, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½.

ALSF-2

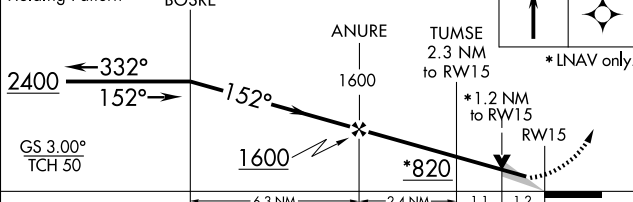


MISSED APPROACH  
Climb to 3000 direct  
SHRMP and hold.

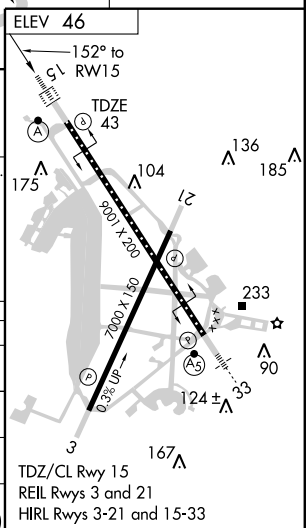
|                       |  |  |                               |                                   |
|-----------------------|--|--|-------------------------------|-----------------------------------|
| ATIS<br><b>124.75</b> | CHARLESTON APP CON<br><b>120.7 306.925</b> | CHARLESTON TOWER<br><b>126.0 239.0</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>127.325 291.65</b> |
|-----------------------|--|--|-------------------------------|-----------------------------------|



7 NM  
Holding Pattern



| CATEGORY     | A      | B           | C                      | D                    | E                      |
|--------------|--------|-------------|------------------------|----------------------|------------------------|
| LPV DA       | 243/24 |             | 200 (200-½)            |                      |                        |
| LNAV/VNAV DA | 464/50 |             | 421 (500-1)            |                      |                        |
| LNAV MDA     | 460/24 | 417 (500-½) | 460/40<br>417 (500-¾)  | 460/50               | 417 (500-1)            |
| CIRCLING     | 540-1  | 494 (500-1) | 540-1¾<br>494 (500-1¾) | 600-2<br>554 (600-2) | 740-2½<br>694 (700-2½) |



|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>40499</b><br><b>W21A</b> | APP CRS<br><b>209°</b> | Rwy Idg<br>TDZE <b>43</b><br>Apt Elev <b>45</b> | <b>7000</b> |
|--|------------------------|---|-------------|

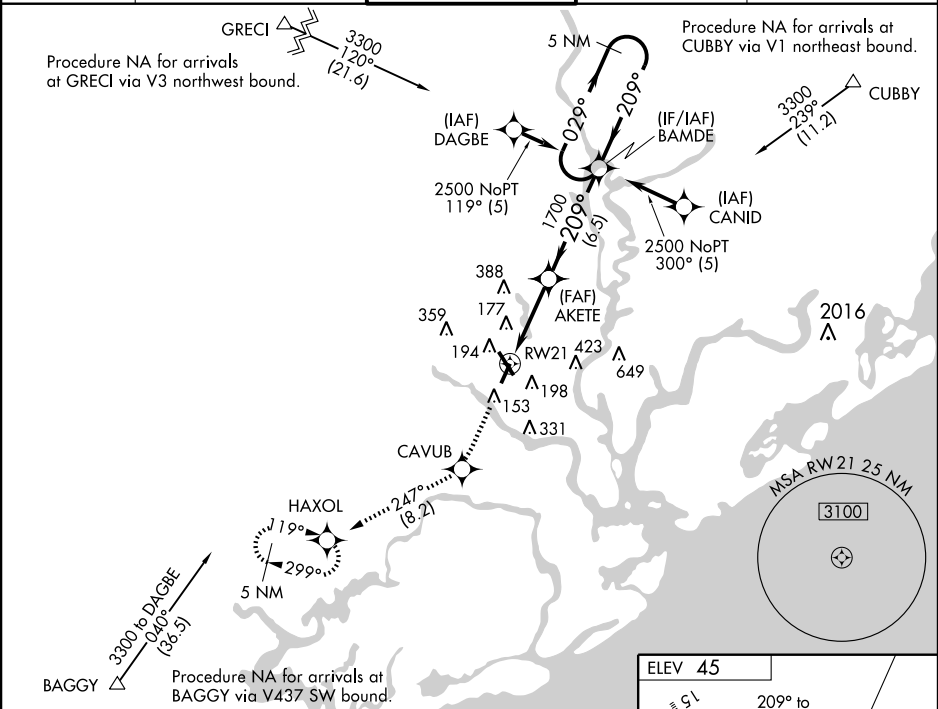
# RNAV (GPS) RWY 21

CHARLESTON AFB/ INTL (CHS)

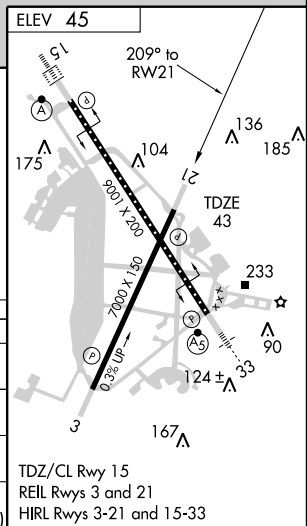
**▼** DME/DME RNP-0.3 NA.  
**▲** Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 3300 direct CAVUB and via 247° track to HAXOL and hold.

|                       |  |  |                               |                                   |
|-----------------------|--|--|-------------------------------|-----------------------------------|
| ATIS<br><b>124.75</b> | CHARLESTON APP CON<br><b>120.7 306.925</b> | CHARLESTON TOWER<br><b>126.0 239.0</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>127.325 291.65</b> |
|-----------------------|--|--|-------------------------------|-----------------------------------|



|                        |                           |         |                           |                           |                      |
|------------------------|---------------------------|---------|---------------------------|---------------------------|----------------------|
| 3300                   | CAVUB                     | tr 247° | HAXOL                     | BAMDE                     | 5 NM Holding Pattern |
| * LNAV only            |                           |         |                           |                           |                      |
| * 1.3 NM to RW21       |                           |         |                           |                           |                      |
| RW21 1.3 3.7 NM 6.5 NM |                           |         |                           |                           |                      |
| CATEGORY               | A                         | B       | C                         | D                         | E                    |
| LPV DA                 | 293-3/4                   |         | 250 (300-3/4)             |                           |                      |
| LNAV/VNAV DA           | 481-1 1/2                 |         | 438 (500-1 1/2)           |                           |                      |
| LNAV MDA               | 500-1 457 (500-1)         |         | 500-1 1/4 457 (500-1 1/4) | 500-1 1/2 457 (500-1 1/2) |                      |
| CIRCLING               | 540-1 1/2 495 (500-1 1/2) |         | 600-2 555 (600-2)         | 740-2 1/2 695 (700-2 1/2) |                      |



# RNAV (GPS) RWY 33



## CHARLESTON AFB/ INTL (CHS)

**MISSED APPROACH:**  
Climb to 2400 direct  
to BOSRE and hold.

CLNC DEL  
127.325 291.65

[illegible]

TDZ/CL Rwy 15  
EIL Rwy 3 and 21  
s 3-21 and 15-33

|   |   |
|---|---|
| 2400  | BOSRE   |
|  |  |

\* LNAV only.

SOGTV

GAATR

SHRMP 7 NM Holding Pattern

only. to RW33

to RW33

5144

V33

|   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 | 120 | 121 | 122 | 123 | 124 | 125 | 126 | 127 | 128 | 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 | 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | 149 | 150 | 151 | 152 | 153 | 154 | 155 | 156 | 157 | 158 | 159 | 160 | 161 | 162 | 163 | 164 | 165 | 166 | 167 | 168 | 169 | 170 | 171 | 172 | 173 | 174 | 175 | 176 | 177 | 178 | 179 | 180 | 181 | 182 | 183 | 184 | 185 | 186 | 187 | 188 | 189 | 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 | 199 | 200 | 201 | 202 | 203 | 204 | 205 | 206 | 207 | 208 | 209 | 210 | 211 | 212 | 213 | 214 | 215 | 216 | 217 | 218 | 219 | 220 | 221 | 222 | 223 | 224 | 225 | 226 | 227 | 228 | 229 | 230 | 231 | 232 | 233 | 234 | 235 | 236 | 237 | 238 | 239 | 240 | 241 | 242 | 243 | 244 | 245 | 246 | 247 | 248 | 249 | 250 | 251 | 252 | 253 | 254 | 255 | 256 | 257 | 258 | 259 | 260 | 261 | 262 | 263 | 264 | 265 | 266 | 267 | 268 | 269 | 270 | 271 | 272 | 273 | 274 | 275 | 276 | 277 | 278 | 279 | 280 | 281 | 282 | 283 | 284 | 285 | 286 | 287 | 288 | 289 | 290 | 291 | 292 | 293 | 294 | 295 | 296 | 297 | 298 | 299 | 300 | 301 | 302 | 303 | 304 | 305 | 306 | 307 | 308 | 309 | 310 | 311 | 312 | 313 | 314 | 315 | 316 | 317 | 318 | 319 | 320 | 321 | 322 | 323 | 324 | 325 | 326 | 327 | 328 | 329 | 330 | 331 | 332 | 333 | 334 | 335 | 336 | 337 | 338 | 339 | 340 | 341 | 342 | 343 | 344 | 345 | 346 | 347 | 348 | 349 | 350 | 351 | 352 | 353 | 354 | 355 | 356 | 357 | 358 | 359 | 360 | 361 | 362 | 363 | 364 | 365 | 366 | 367 | 368 | 369 | 370 | 371 | 372 | 373 | 374 | 375 | 376 | 377 | 378 | 379 | 380 | 381 | 382 | 383 | 384 | 385 | 386 | 387 | 388 | 389 | 390 | 391 | 392 | 393 | 394 | 395 | 396 | 397 | 398 | 399 | 400 | 401 | 402 | 403 | 404 | 405 | 406 | 407 | 408 | 409 | 410 | 411 | 412 | 413 | 414 | 415 | 416 | 417 | 418 | 419 | 420 | 421 | 422 | 423 | 424 | 425 | 426 | 427 | 428 | 429 | 430 | 431 | 432 | 433 | 434 | 435 | 436 | 437 | 438 | 439 | 440 | 441 | 442 | 443 | 444 | 445 | 446 | 447 | 448 | 449 | 450 | 451 | 452 | 453 | 454 | 455 | 456 | 457 | 458 | 459 | 460 | 461 | 462 | 463 | 464 | 465 | 466 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

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|  | 10 |
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0000000

30°02'W

CHARLESTON AFB/ INTL (CHS)

RNAV (GPS) RWY 33

|  |                        |                             |                                       |
|--|------------------------|-----------------------------|---------------------------------------|
| VORTAC CHS<br><b>113.5</b><br>Chan <b>82</b> | APP CRS<br><b>036°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7000</b><br><b>36</b><br><b>46</b> |
|--|------------------------|-----------------------------|---------------------------------------|

# VOR/DME or TACAN RWY 3

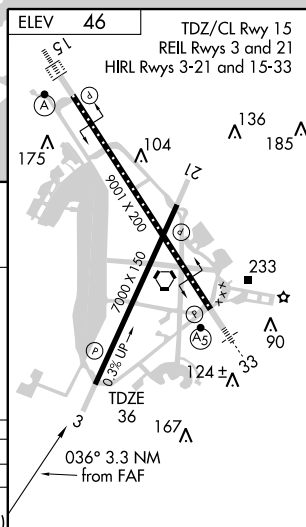
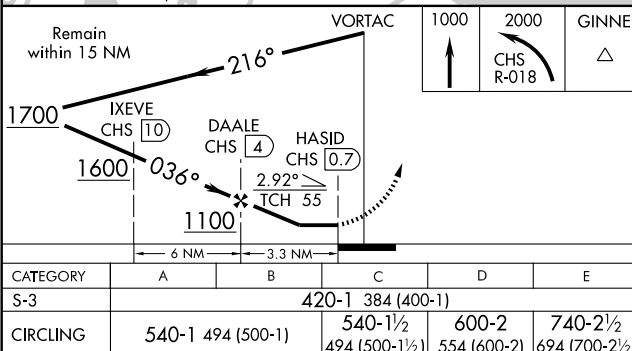
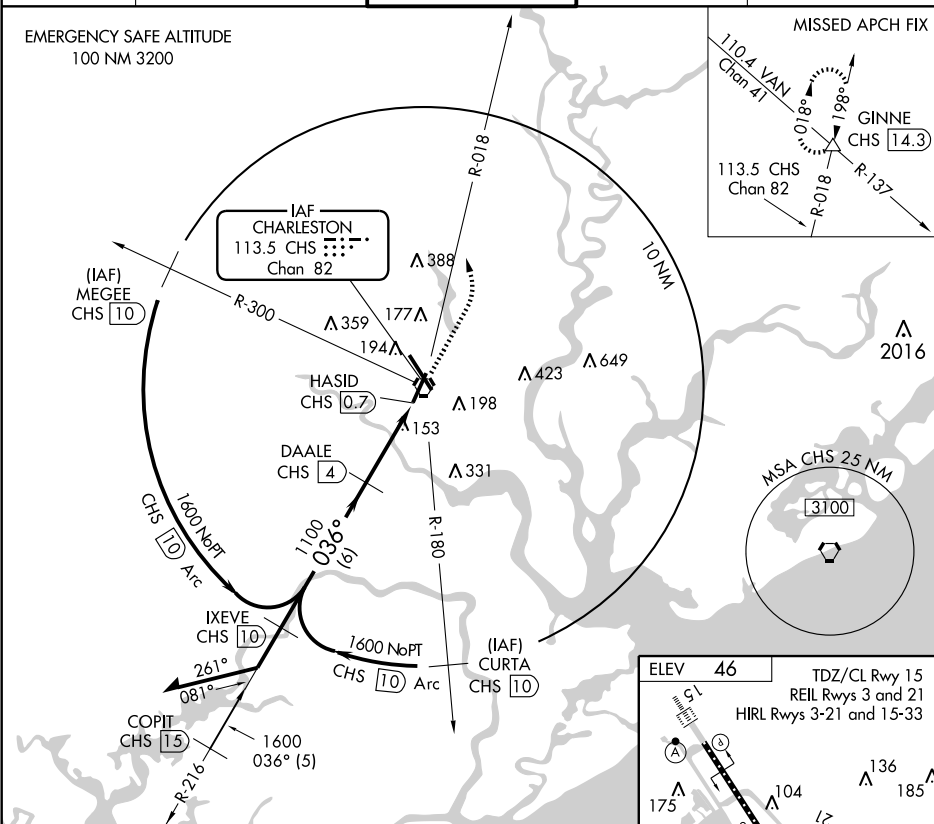
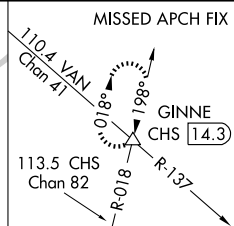
CHARLESTON AFB/INTL (CHS)

**INOPERATIVE** Inoperative table does not apply to S-3 Cats A, B and C.  
For inoperative SSALR, increase S-3 Cats D and E  
visibility to 1¼.

**MISSED APPROACH:** Climb to 1000 then climbing left turn to  
2000 via CHS R-018 to GINNE INT/CHS 14.3 DME and hold.

|                       |  |  |                               |                                   |
|-----------------------|--|--|-------------------------------|-----------------------------------|
| ATIS<br><b>124.75</b> | CHARLESTON APP CON<br><b>120.7 306.925</b> | CHARLESTON TOWER<br><b>126.0 239.0</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>127.325 291.65</b> |
|-----------------------|--|--|-------------------------------|-----------------------------------|

EMERGENCY SAFE ALTITUDE  
100 NM 3200





|            |         |          |      |
|------------|---------|----------|------|
| VORTAC CHS | APP CRS | Rwy Idg  | 7000 |
| 113.5      | 203°    | TDZE     | 43   |
| Chan 82    |         | Apt Elev | 45   |

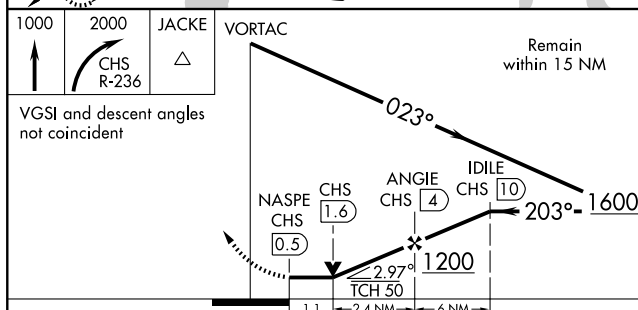
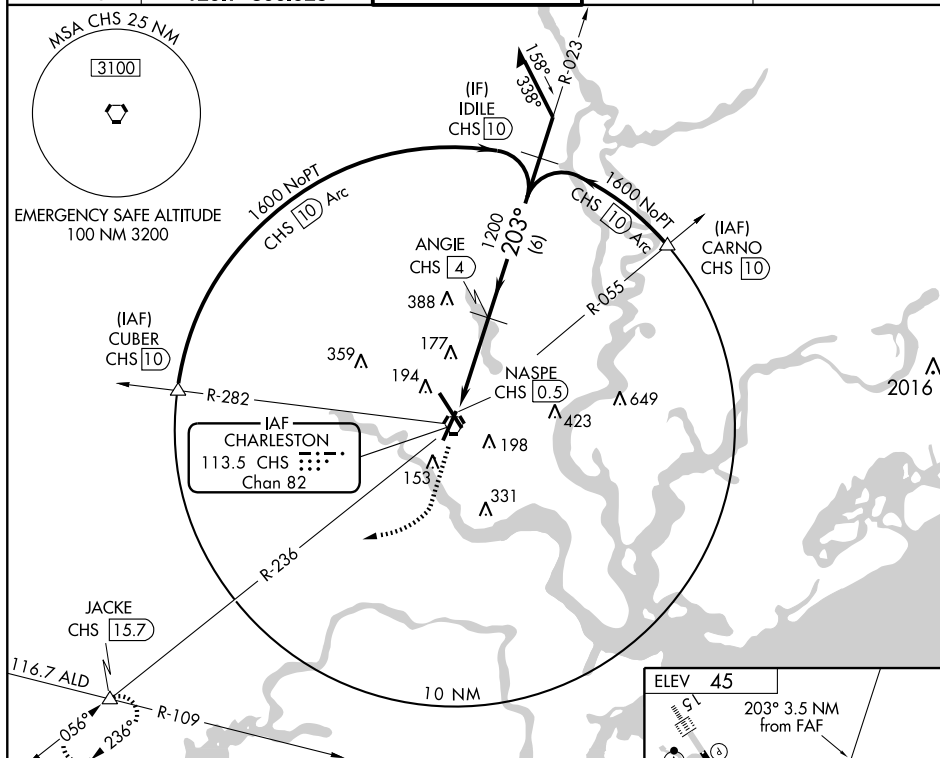
# VOR/DME or TACAN RWY 21

CHARLESTON AFB/INTL (CHS)

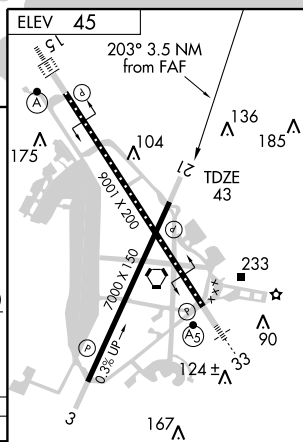


MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via CHS R-236 to JACKIE INT/15.7 DME and hold.

|        |                    |                  |             |                |
|--------|--------------------|------------------|-------------|----------------|
| ATIS   | CHARLESTON APP CON | CHARLESTON TOWER | GND CON     | CLNC DEL       |
| 124.75 | 120.7 306.925      | 126.0 239.0      | 121.9 348.6 | 127.325 291.65 |



| CATEGORY | A     | B           | C                            | D                            | E                            |
|----------|-------|-------------|------------------------------|------------------------------|------------------------------|
| S-21     | 440-1 | 397 (400-1) |                              | 440-1 1/4<br>397 (400-1 1/4) | 440-1 1/2<br>397 (400-1 1/2) |
| CIRCLING | 540-1 | 495 (500-1) | 540-1 1/2<br>495 (500-1 1/2) | 600-2<br>555 (600-2)         | 740-2 1/2<br>695 (700-2 1/2) |



TDZ/CL Rwy 15  
REIL Rwy 3 and 21  
HIRL Rwy 3-21 and 15-33

|  |                        |                             |                                       |
|--|------------------------|-----------------------------|---------------------------------------|
| VORTAC CHS<br><b>113.5</b><br>Chan <b>82</b> | APP CRS<br><b>320°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9001</b><br><b>45</b><br><b>45</b> |
|--|------------------------|-----------------------------|---------------------------------------|

# VOR/DME or TACAN RWY 33

CHARLESTON AFB/INTL (CHS)



MISSED APPROACH: Climbing left turn to 2100 via CHS R-300 to GISTS INT/CHS 15.7 DME and hold.

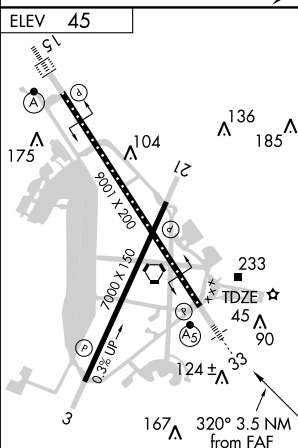
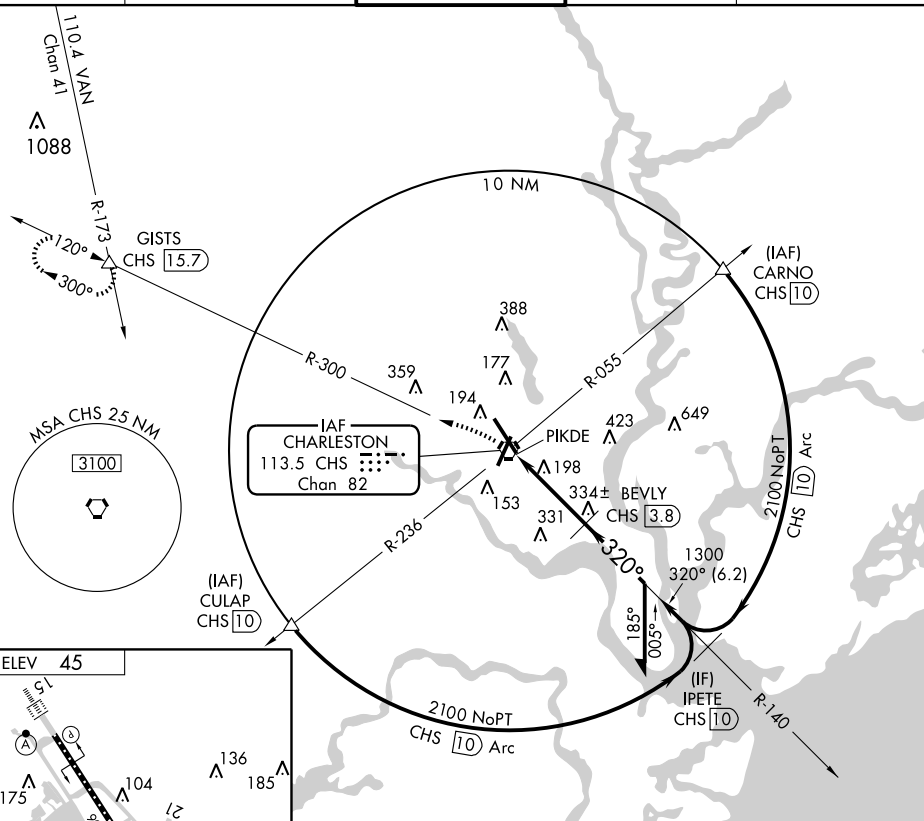
ATIS  
**124.75**

CHARLESTON APP CON  
**120.7 306.925**

CHARLESTON TOWER  
**126.0 239.0**

GND CON  
**121.9 348.6**

CLNC DEL  
**127.325 291.65**



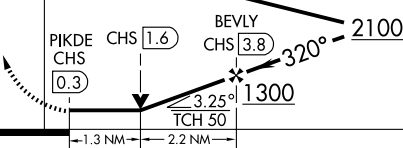
2100 CHS R-300

GISTS

VORTAC

Remain within 10 NM

VGSI and descent angles not coincident.



| CATEGORY | A                  | B | C                   | D                  |
|----------|--------------------|---|---------------------|--------------------|
| S-33     | 500/24 455 (500-½) |   | 500/40 455 (500-¾)  | 500/50 455 (500-1) |
| CIRCLING | 540-1 495 (500-1)  |   | 540-1½ 495 (500-1½) | 600-2 555 (600-2)  |

**CHARLESTON EXECUTIVE** (JZI) 6 SW UTC-5(-4DT) N32°42.06' W80°00.20'

CHARLOTTE

17 B S2 FUEL 100LL, JET A NOTAM FILE AND

H-9C, 12G, L-24J

RWY 09-27: H5350X100 (CONC) S-60, D-100 HIRL

IAP

RWY 09: PAPI(P4L)—GA 3.0° TCH 49'. Tree.

RWY 27: PAPI(P4R)—GA 3.0° TCH 42'. Thld dsplcd 350'.

RWY 04-22: H4313X150 (CONC) S-45, D-56 MIRL

RWY 04: Tree.

**AIRPORT REMARKS:** Attended 1100-0300Z†. Deer and birds on and in/ov arpt. ACTIVATE MIRL Rwy 04-22 and HIRL Rwy 09-27—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 123.775 (843) 559-3123 HIWAS 113.5 CHS.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ APP/DEP CON 120.7 CLNC DEL 119.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 176° 11.7 NM to fld. 39/05W.  
HIWAS.

ILS/DME 110.7 I-ETI Chan 44 Rwy 09.

**CHERAW MUNI/LYNCH BELLINGER FLD** (CQW) 3 NW UTC-5(-4DT) N34°42.77' W79°57.42' CHARLOTTE

239 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-24J, 25E, 35A, 36E

RWY 08-26: H5000X75 (ASPH-PFC) S-30, D-48 MIRL 1.0% up W

IAP

RWY 08: REIL. PAPI(P2L)—GA 3.45° TCH 33'. Tree.

RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Pole.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z†, Sun 1800-2200Z†. MIRL Rwy 08-26 preset low ints, to increase ints ACTIVATE MIRL Rwy 08-26 PAPI Rwy 08, Rwy 26, REIL Rwy 08, Rwy 26 and wind cone lgt—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.175 (843) 537-3301.**COMMUNICATIONS:** CTAF/UNICOM 122.8

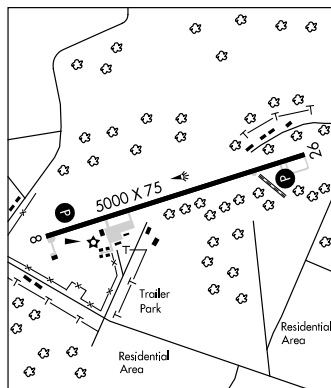
FLORENCE APP/DEP CON 118.6 (1130-0300Z†)

JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

CHESTERFIELD (L) VOR/DME 108.2 CTF Chan 19 N34°39.03'  
W80°16.50' 080° 16.2 NM to fld. 560/03W

NDB (MHW) 409 CQW N34°44.51' W79°51.94' 257° 4.8  
NM to fld.

**CHESTER CATAWBA RGNL** (DCM) 5 N UTC-5(-4DT) N34°47.36' W81°11.75'

CHARLOTTE

657 B FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-24J, 25D, 36E

RWY 17-35: H5000X100 (ASPH) S-30, D-44 MIRL 0.4% up N

IAP

RWY 17: PAPI(P2L)—GA 3.1° TCH 34'. Tree. Rgt tfc.

RWY 35: PAPI(P2L)—GA 3.0° TCH 33'. Tree.

RWY 05-23: H4998X100 (ASPH) S-4, D-12 0.4% up SW

RWY 05: Tree. Rgt tfc. RWY 23: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat 1300-0100Z†, Sun 1800-0100Z†. Parachute Jumping. Rwy 05-23 severely aged and cracked. Grass beginning to grow through cracks. Rwy 23 dirt access road 0' from thld. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.975 (803) 385-2011.**COMMUNICATIONS:** CTAF/UNICOM 122.7

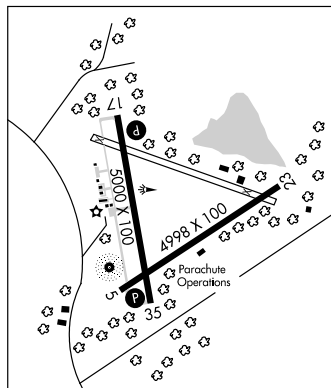
Ⓡ CHARLOTTE APP/DEP CON 120.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CLT.

CHARLOTTE (L) VOR/DME 115.0 CLT Chan 97 N35°11.42'  
W80°57.11' 212° 26.9 NM to fld. 732/05W. HIWAS.

FORT MILL (L) VORTAC 112.4 FML Chan 71 N34°59.34'  
W80°57.29' 227° 16.9 NM to fld. 645/02W. NOTAM FILE  
AND. SHUTDOWN.

NDB (MHW) 220 DCM N34°47.15' W81°12.05' at fld.  
NOTAM FILE AND.

**CHESTERFIELD** N34°39.03' W80°16.50' NOTAM FILE AND.

CHARLOTTE

(L) VOR/DME 108.2 CTF Chan 19 080° 16.1 NM to Cheraw Muni/Lynch Bellinger Fld. 560/03W. L-24J, 25E, 36E

RCO 122.05R 108.2T (ANDERSON RADIO)



|   |                        |                                       |             |
|---|------------------------|---------------------------------------|-------------|
| LOC/DME I-ETI<br><b>110.7</b><br>Chan <b>44</b> | APP CRS<br><b>091°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>17</b> | <b>5350</b> |
|---|------------------------|---------------------------------------|-------------|

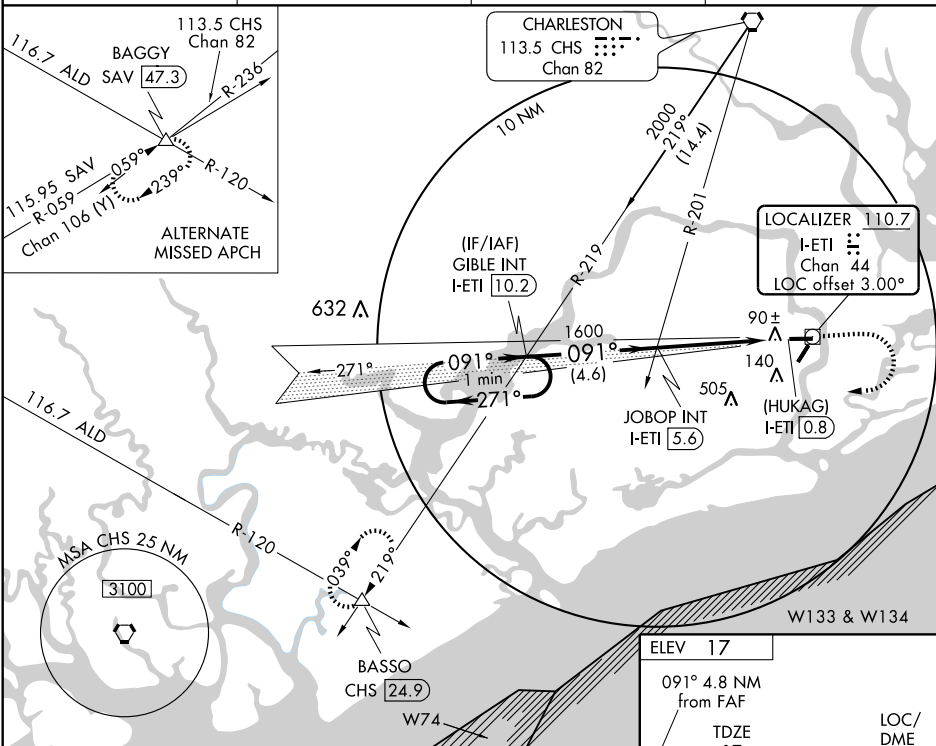
# ILS or LOC RWY 9

## CHARLESTON EXECUTIVE (JZI)

▼ If local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DAs 32 feet and all MDAs 40 feet. Visibility reduction by helicopters NA. VDP NA when using Charleston AFB/Intl altimeter setting. DME REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 272° and CHS R-219 to BASSO/CHS 24.9 DME and hold.

|                          |  |                           |                                 |
|--------------------------|--|---------------------------|---------------------------------|
| AWOS-3<br><b>123.775</b> | CHARLESTON APP CON<br><b>120.7 306.925</b> | CLNC DEL<br><b>119.85</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|--|---------------------------|---------------------------------|



|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy ldg  | <b>4313</b> |
| <b>037°</b> | TDZE     | <b>13</b>   |
|             | Apt Elev | <b>17</b>   |

# RNAV (GPS) RWY 4

## CHARLESTON EXECUTIVE (JZI)

**T** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet, increase LNAV Cat D visibility  $\frac{1}{4}$  mile.

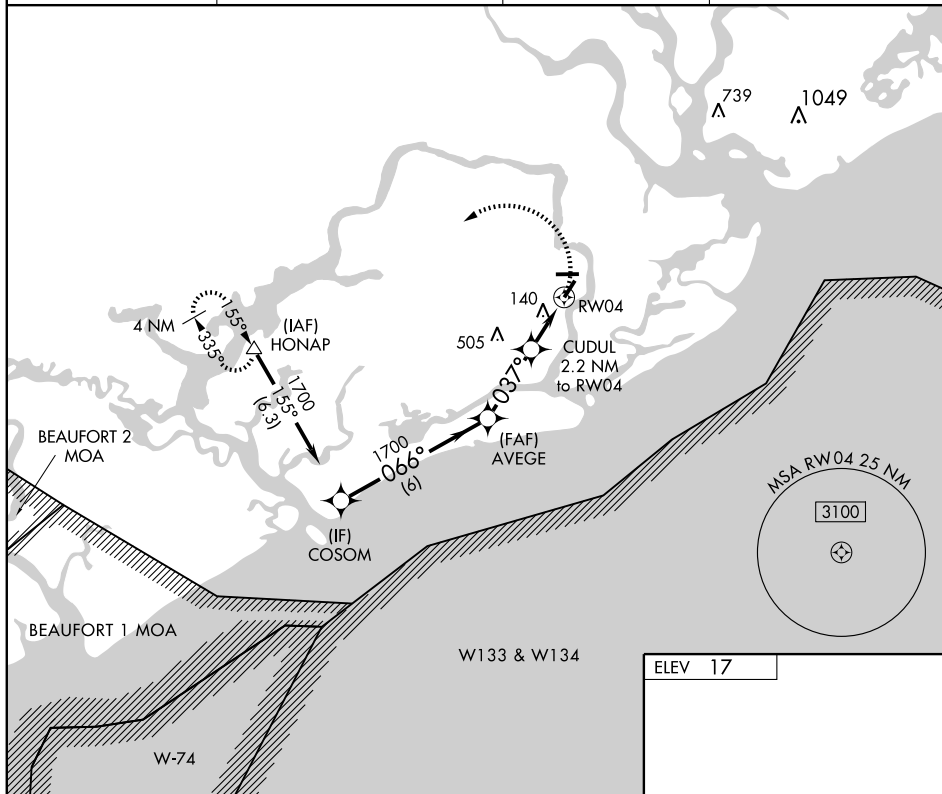
MISSED APPROACH: Climbing left turn to 2000 direct HONAP and hold.

AWOS-3  
**123.775**

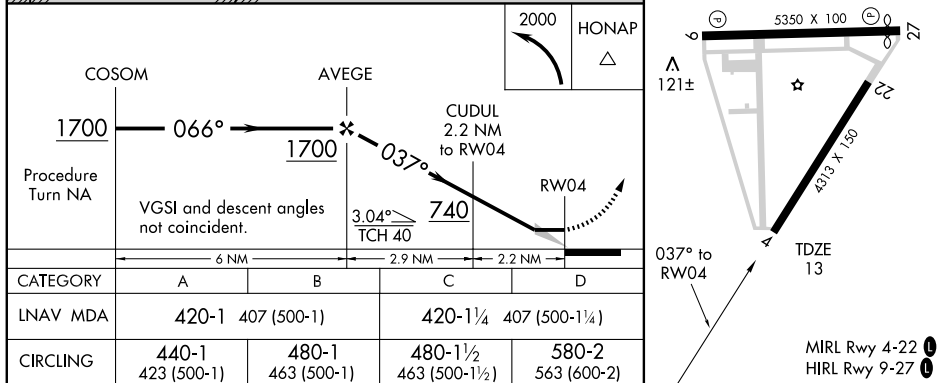
CHARLESTON APP CON  
120.7 306.925

CLNC DEL  
**119.85**

UNICOM  
122.8 (CTAF) **L**



SE-2. 23 SEP 2010 to 21 OCT 2010



CHARLESTON, SOUTH CAROLINA  
Orig 10266

CHARLESTON EXECUTIVE (JZI)  
RNAV (GPS) RWY 4

32° 42' N-80° 00' W

WAAS  
CH **53305**  
**W09A**

APP CRS  
**094°**

Rwy ldg  
TDZE **5350**  
Apt Elev **19**  
**17**

# RNAV (GPS) RWY 9

## CHARLESTON EXECUTIVE (JZI)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA with Charleston AFB/Intl altimeter setting. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA all Cats to 338, LNAV/VNAV DA all Cats to 466, and all MDA 40 feet; increase LNAV Cat C visibility ¼ mile.

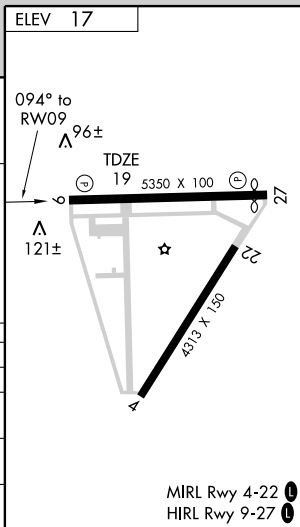
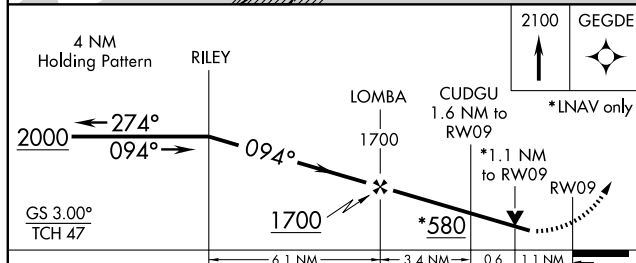
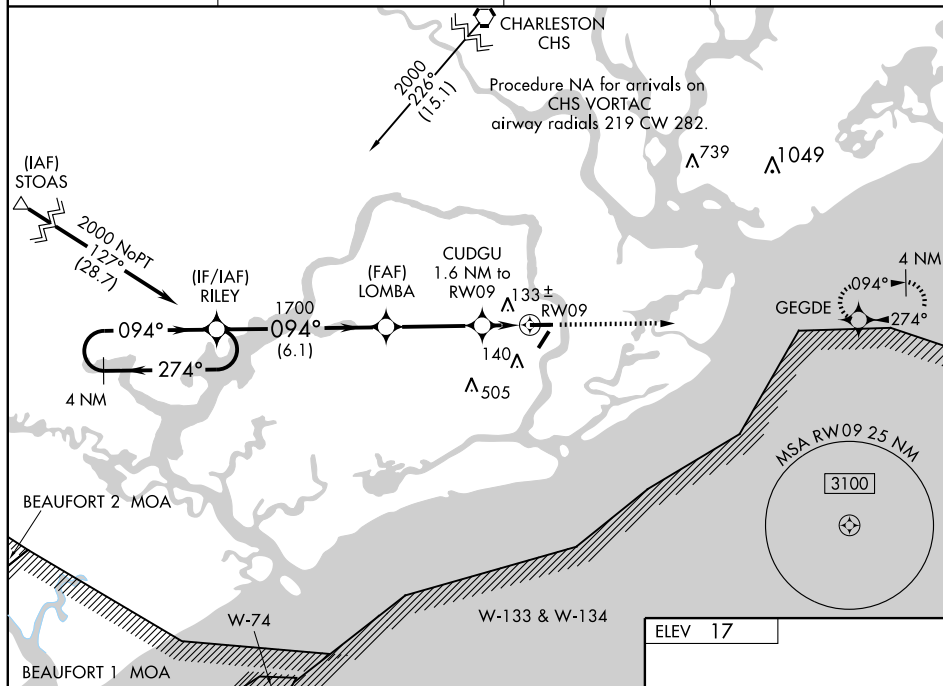
MISSED APPROACH:  
Climb to 2100 direct  
GEGDE and hold.

AWOS-3  
**123.775**

CHARLESTON APP CON  
**120.7 306.925**

CLNC DEL  
**119.85**

UNICOM  
**122.8 (CTAF) 0**



| CATEGORY     | A                    | B                    | C                      | D                      |
|--------------|----------------------|----------------------|------------------------|------------------------|
| LPV DA       | 306-1                | 287 (300-1)          |                        |                        |
| LNAV/VNAV DA | 434-1½               | 415 (500-1½)         |                        |                        |
| LNAV MDA     | 400-1                | 381 (400-1)          |                        | 400-1¼<br>381 (400-1¼) |
| CIRCLING     | 440-1<br>423 (500-1) | 480-1<br>463 (500-1) | 480-1½<br>463 (500-1½) | 580-2<br>563 (600-2)   |

|  |                        |                             |                                       |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS<br>CH <b>77701</b><br><b>W27A</b> | APP CRS<br><b>274°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>13</b><br><b>17</b> |
|--|------------------------|-----------------------------|---------------------------------------|

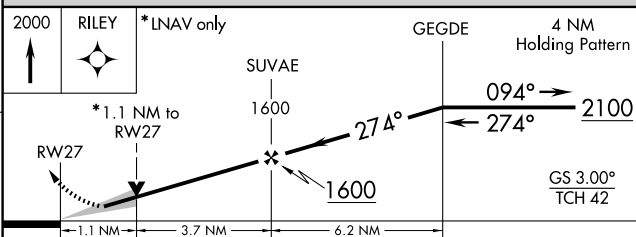
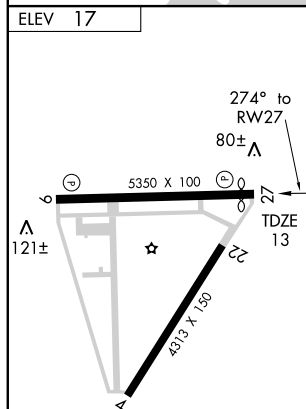
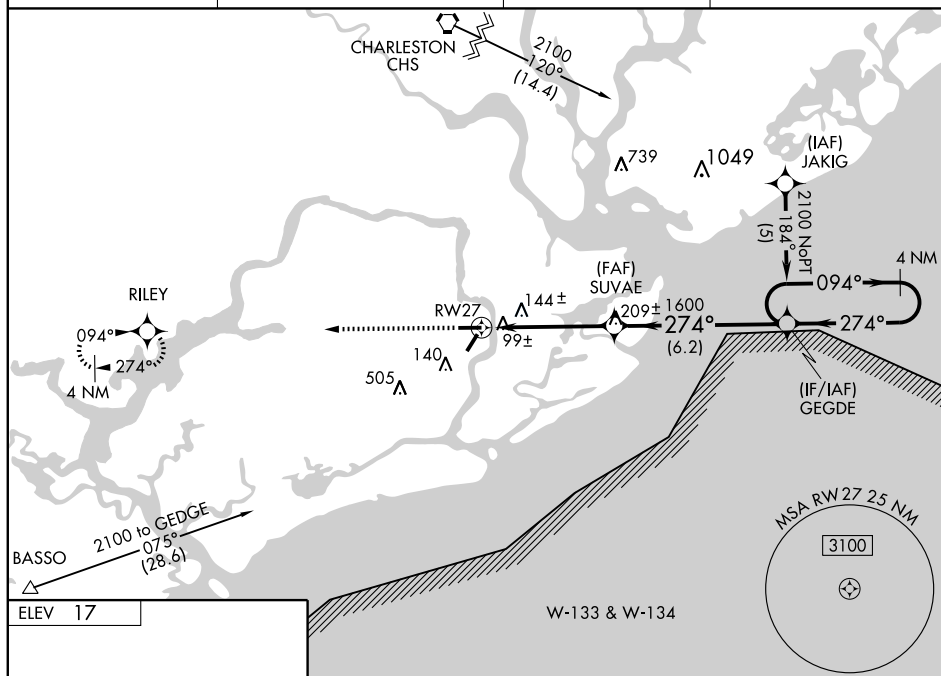
# RNAV (GPS) RWY 27

## CHARLESTON EXECUTIVE (JZI)

**⚠** Circling to Rwy 4-22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA all Cats to 245, LNAV/VNAV DA all Cats to 426, and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting.

**MISSED APPROACH:**  
Climb to 2000 direct  
RILEY and hold.

|                          |  |                           |                                 |
|--------------------------|--|---------------------------|---------------------------------|
| AWOS-3<br><b>123.775</b> | CHARLESTON APP CON<br><b>120.7 306.925</b> | CLNC DEL<br><b>119.85</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|--|---------------------------|---------------------------------|



| CATEGORY     | A                    | B                    | C                      | D  |
|--------------|----------------------|----------------------|------------------------|--|
| LPV DA       | 213-¾                | 200 (200-¾)          |                        |  |
| LNAV/VNAV DA | 394-1¼               | 381 (400-1¼)         |                        |  |
| LNAV MDA     | 400-1                | 387 (400-1)          |                        |  |
| CIRCLING     | 440-1<br>423 (500-1) | 480-1<br>463 (500-1) | 480-1½<br>463 (500-1½) | 400-1¼<br>387 (400-1¼)<br>580-2<br>563 (600-2) |

|  |                        |                             |                                       |
|--|------------------------|-----------------------------|---------------------------------------|
| VORTAC CHS<br><b>113.5</b><br>Chan <b>82</b> | APP CRS<br><b>176°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>17</b> |
|--|------------------------|-----------------------------|---------------------------------------|

VOR-A  
CHARLESTON EXECUTIVE (JZI)

**T** If local altimeter not received, use Charleston AFB/Intl  
**A** altimeter setting and increase all MDAs 40 feet.  
DME or RADAR required.

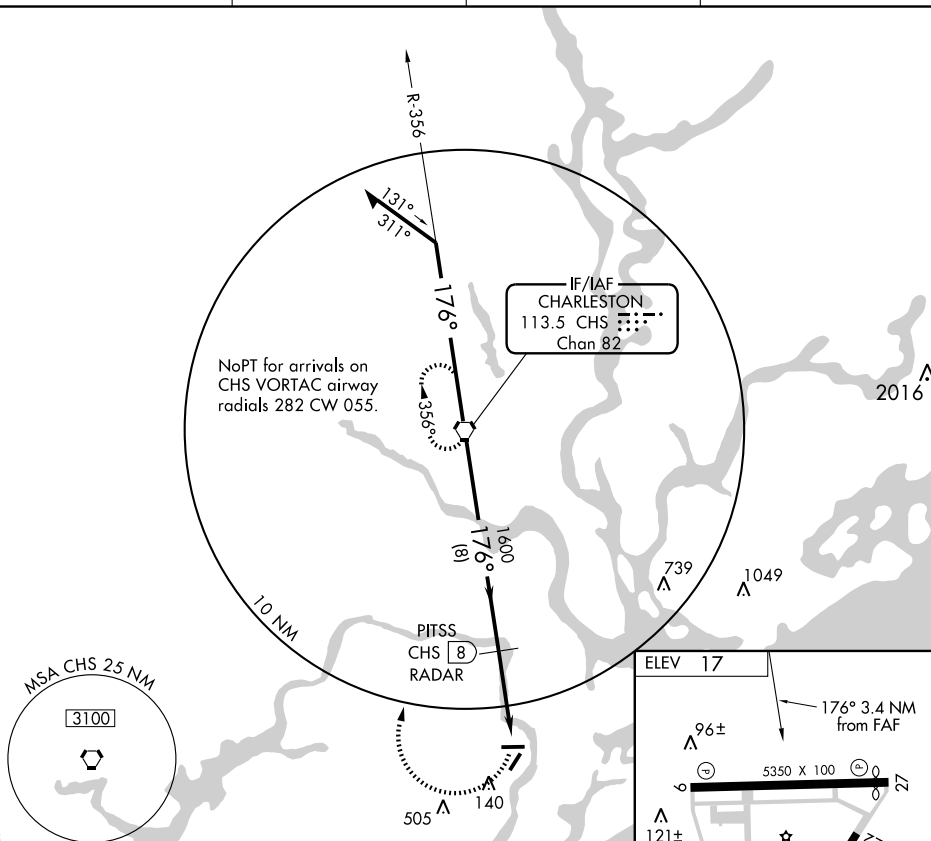
**MISSED APPROACH:** Climbing right turn to 2000 direct CHS VORTAC and hold.

AWOS-3  
123.775

CHARLESTON APP CON  
120.7 306.925

CLNC DEL  
**119.85**

UNICOM  
122.8 (CTAF) **L**



Remain  
within 10 NM

PITSS  
CHS 8  
RADAR

2000

CHS

Diagram of a rectangular plate with a width of 8 NM.

3.4 NM

| Age Group | Percentage |
|-----------|------------|
| 18-24     | 85%        |
| 25-34     | 75%        |
| 35-44     | 65%        |
| 45-54     | 55%        |
| 55-64     | 45%        |
| 65-74     | 35%        |
| 75-84     | 25%        |
| 85+       | 10%        |

FAF to MAP 3.4 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 3:24 | 2:16 | 1:42 | 1:22 | 1:08 |

CHARLESTON, SOUTH CAROLINA  
Amdt 1 10266

CHARLESTON EXECUTIVE (JZI)

# VOR-A

SE-2. 23 SEP 2010 to 21 OCT 2010

**CHARLESTON EXECUTIVE** (JZI) 6 SW UTC-5(-4DT) N32°42.06' W80°00.20'

CHARLOTTE

17 B S2 FUEL 100LL, JET A NOTAM FILE AND

H-9C, 12G, L-24J

RWY 09-27: H5350X100 (CONC) S-60, D-100 HIRL

IAP

RWY 09: PAPI(P4L)—GA 3.0° TCH 49'. Tree.

RWY 27: PAPI(P4R)—GA 3.0° TCH 42'. Thld dsplcd 350'.

RWY 04-22: H4313X150 (CONC) S-45, D-56 MIRL

RWY 04: Tree.

**AIRPORT REMARKS:** Attended 1100-0300Z†. Deer and birds on and in/ov arpt. ACTIVATE MIRL Rwy 04-22 and HIRL Rwy 09-27—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 123.775 (843) 559-3123 HIWAS 113.5 CHS.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ APP/DEP CON 120.7 CLNC DEL 119.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 176° 11.7 NM to fld. 39/05W.  
HIWAS.

ILS/DME 110.7 I-ETI Chan 44 Rwy 09.

**CHERAW MUNI/LYNCH BELLINGER FLD** (CQW) 3 NW UTC-5(-4DT) N34°42.77' W79°57.42' CHARLOTTE

239 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-24J, 25E, 35A, 36E

RWY 08-26: H5000X75 (ASPH-PFC) S-30, D-48 MIRL 1.0% up W

IAP

RWY 08: REIL. PAPI(P2L)—GA 3.45° TCH 33'. Tree.

RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Pole.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z†, Sun 1800-2200Z†. MIRL Rwy 08-26 preset low ints, to increase ints ACTIVATE MIRL Rwy 08-26 PAPI Rwy 08, Rwy 26, REIL Rwy 08, Rwy 26 and wind cone lgt—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.175 (843) 537-3301.**COMMUNICATIONS:** CTAF/UNICOM 122.8

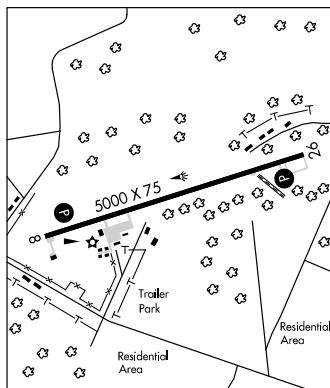
FLORENCE APP/DEP CON 118.6 (1130-0300Z†)

JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

CHESTERFIELD (L) VOR/DME 108.2 CTF Chan 19 N34°39.03'  
W80°16.50' 080° 16.2 NM to fld. 560/03W

NDB (MHW) 409 CQW N34°44.51' W79°51.94' 257° 4.8  
NM to fld.

**CHESTER CATAWBA RGNL** (DCM) 5 N UTC-5(-4DT) N34°47.36' W81°11.75'

CHARLOTTE

657 B FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-24J, 25D, 36E

RWY 17-35: H5000X100 (ASPH) S-30, D-44 MIRL 0.4% up N

IAP

RWY 17: PAPI(P2L)—GA 3.1° TCH 34'. Tree. Rgt tfc.

RWY 35: PAPI(P2L)—GA 3.0° TCH 33'. Tree.

RWY 05-23: H4998X100 (ASPH) S-4, D-12 0.4% up SW

RWY 05: Tree. Rgt tfc. RWY 23: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat 1300-0100Z†, Sun 1800-0100Z†. Parachute Jumping. Rwy 05-23 severely aged and cracked. Grass beginning to grow through cracks. Rwy 23 dirt access road 0' from thld. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.975 (803) 385-2011.**COMMUNICATIONS:** CTAF/UNICOM 122.7

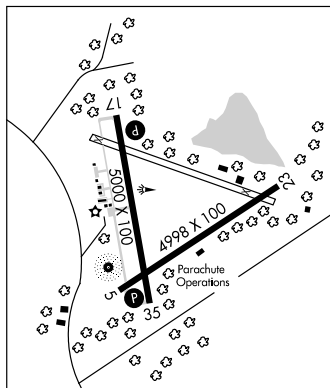
Ⓡ CHARLOTTE APP/DEP CON 120.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CLT.

CHARLOTTE (L) VOR/DME 115.0 CLT Chan 97 N35°11.42'  
W80°57.11' 212° 26.9 NM to fld. 732/05W. HIWAS.

FORT MILL (L) VORTAC 112.4 FML Chan 71 N34°59.34'  
W80°57.29' 227° 16.9 NM to fld. 645/02W. NOTAM FILE  
AND. SHUTDOWN.

NDB (MHW) 220 DCM N34°47.15' W81°12.05' at fld.  
NOTAM FILE AND.

**CHESTERFIELD** N34°39.03' W80°16.50' NOTAM FILE AND.

CHARLOTTE

(L) VOR/DME 108.2 CTF Chan 19 080° 16.1 NM to Cheraw Muni/Lynch Bellinger Fld. 560/03W. L-24J, 25E, 36E

RCO 122.05R 108.2T (ANDERSON RADIO)

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>5000</b> |
| <b>078°</b> | TDZE     | <b>239</b>  |
|             | Apt Elev | <b>239</b>  |

**RNAV (GPS) RWY 8**

CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)



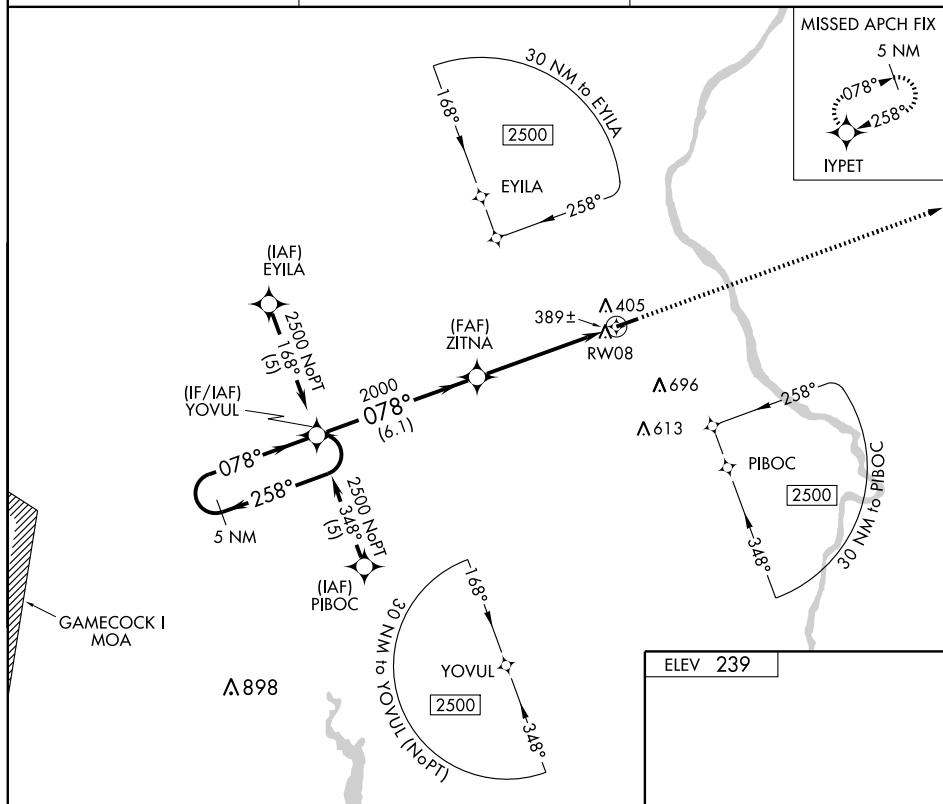
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
If local altimeter setting not received, use Darlington altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 direct IYPET and hold.

AWOS-3  
**118.175**

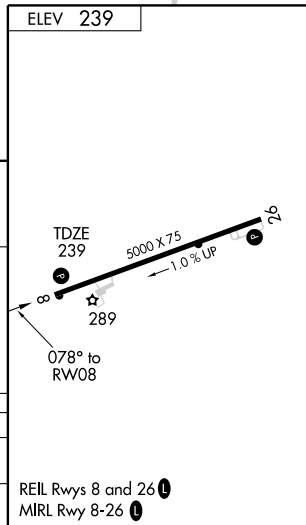
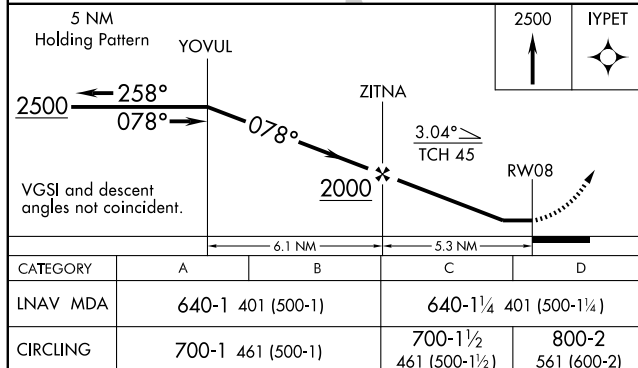
FLORENCE APP CON ★  
**118.6 341.7**

UNICOM  
**122.8 (CTAF) ①**



SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010



|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>5000</b> |
| <b>258°</b> | TDZE     | <b>218</b>  |
|             | Apt Elev | <b>239</b>  |

**RNAV (GPS) RWY 26**

CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)



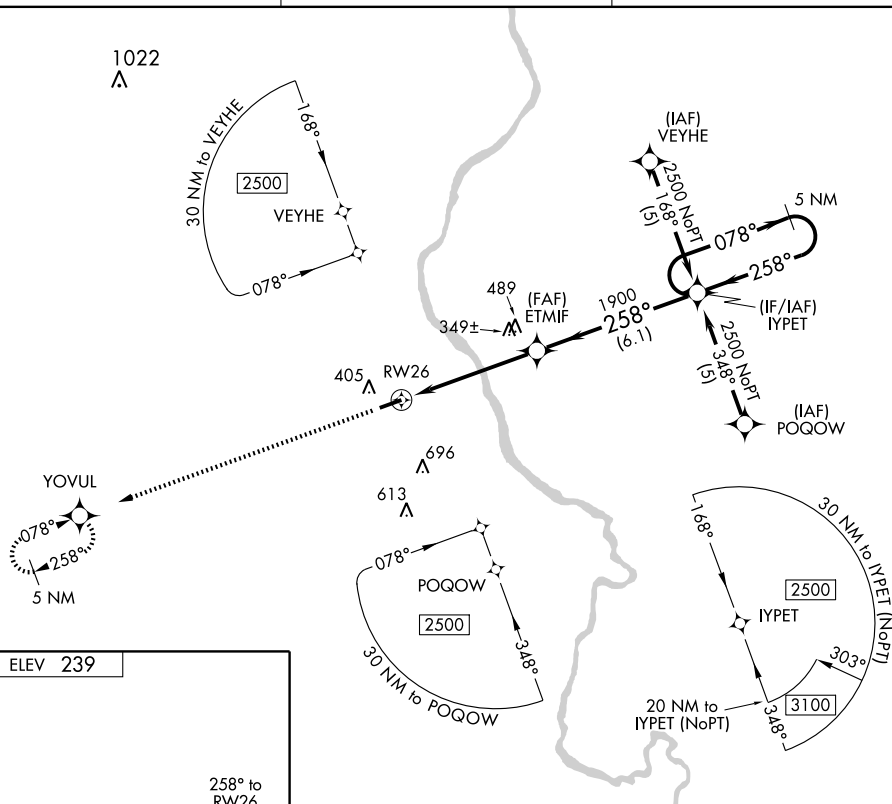
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
If local altimeter setting not received, use Darlington altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 direct YOVUL and hold.

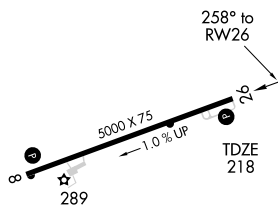
AWOS-3  
**118.175**

FLORENCE APP CON ★  
**118.6 341.7**

UNICOM  
**122.8 (CTAF) ①**



ELEV 239



|          |       |  |             |  |              |  |              |  |
|----------|-------|--|-------------|--|--------------|--|--------------|--|
| CATEGORY | A     |  | B           |  | C            |  | D            |  |
|          | 600-1 |  | 382 (400-1) |  | 600-1½       |  | 382 (400-1½) |  |
| CIRCLING | 700-1 |  | 461 (500-1) |  | 700-1½       |  | 800-2        |  |
|          |       |  |             |  | 461 (500-1½) |  | 561 (600-2)  |  |

REIL Rwy 8 and 26 ①  
MIRL Rwy 8-26 ①



|   |                        |   |
|---|------------------------|---|
| VOR/DME CTF<br><b>108.2</b><br>Chan <b>19</b> | APP CRS<br><b>080°</b> | Rwy Idg <b>5000</b><br>TDZE <b>239</b><br>Apt Elev <b>239</b> |
|---|------------------------|---|

**VOR/DME RWY 8**

CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

▼ Visibility reduction by helicopters NA.  
▲ NA If local altimeter setting not received, use Darlington altimeter setting and increase all MDAs 60 feet.

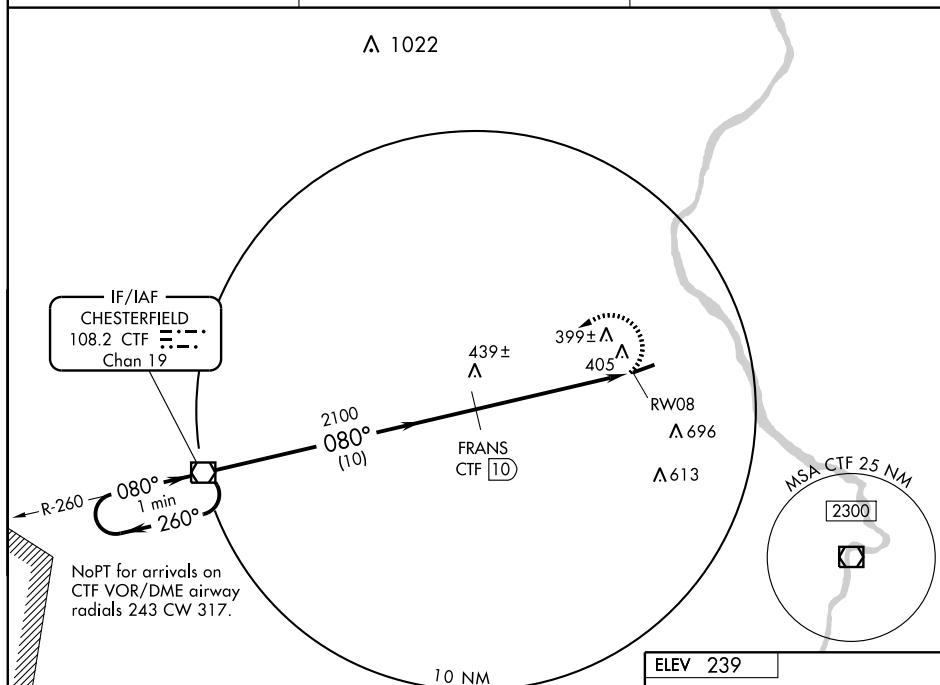
MISSED APPROACH: Climbing left turn to 2100 direct CTF VOR/DME and hold.

AWOS-3  
**118.175**

FLORENCE APP CON ★  
**118.6 341.7**

UNICOM  
**122.8 (CTAF) ①**

Λ 1022



One Minute  
Holding Pattern

VOR/DME

FRANS  
CTF ⑩

2100

CTF

TDZE  
239

5000 X 75

1.0% UP

2100 ← 260° → 080° → 2100

VGSI and descent angles  
not coincident.

2.97°  
TCH 45

RW08  
CTF ⑮.8

080° 5.8 NM  
from FAF

| CATEGORY | A     | B           | C                      | D                      |
|----------|-------|-------------|------------------------|------------------------|
| S-8      | 660-1 | 421 (500-1) | 660-1¼<br>421 (500-1¼) | 660-1½<br>421 (500-1½) |
| CIRCLING | 700-1 | 461 (500-1) | 700-1½<br>461 (500-1½) | 800-2<br>561 (600-2)   |

REIL Rwy 8 and 26 ①  
MIRL Rwy 8-26 ①

**CHARLESTON EXECUTIVE** (JZI) 6 SW UTC-5(-4DT) N32°42.06' W80°00.20'

CHARLOTTE

17 B S2 FUEL 100LL, JET A NOTAM FILE AND

H-9C, 12G, L-24J

RWY 09-27: H5350X100 (CONC) S-60, D-100 HIRL

IAP

RWY 09: PAPI(P4L)—GA 3.0° TCH 49'. Tree.

RWY 27: PAPI(P4R)—GA 3.0° TCH 42'. Thld dsplcd 350'.

RWY 04-22: H4313X150 (CONC) S-45, D-56 MIRL

RWY 04: Tree.

**AIRPORT REMARKS:** Attended 1100-0300Z†. Deer and birds on and in/ov arpt. ACTIVATE MIRL Rwy 04-22 and HIRL Rwy 09-27—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 123.775 (843) 559-3123 HIWAS 113.5 CHS.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ APP/DEP CON 120.7 CLNC DEL 119.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHS.

**CHARLESTON (H) VORTAC** 113.5 CHS Chan 82 N32°53.66' W80°02.27' 176° 11.7 NM to fld. 39/05W.  
HIWAS.

ILS/DME 110.7 I-ETI Chan 44 Rwy 09.

**CHERAW MUNI/LYNCH BELLINGER FLD** (CQW) 3 NW UTC-5(-4DT) N34°42.77' W79°57.42' CHARLOTTE

239 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-24J, 25E, 35A, 36E

RWY 08-26: H5000X75 (ASPH-PFC) S-30, D-48 MIRL 1.0% up W

IAP

RWY 08: REIL. PAPI(P2L)—GA 3.45° TCH 33'. Tree.

RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Pole.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z†, Sun 1800-2200Z†. MIRL Rwy 08-26 preset low ints, to increase ints ACTIVATE MIRL Rwy 08-26 PAPI Rwy 08, Rwy 26, REIL Rwy 08, Rwy 26 and wind cone lgt—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.175 (843) 537-3301.**COMMUNICATIONS:** CTAF/UNICOM 122.8

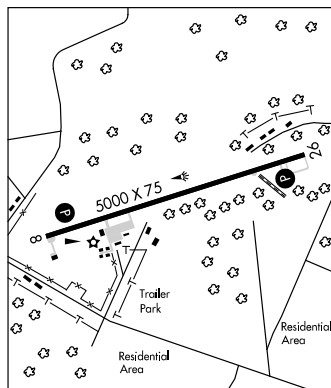
FLORENCE APP/DEP CON 118.6 (1130-0300Z†)

JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

**CHESTERFIELD (L) VOR/DME** 108.2 CTF Chan 19 N34°39.03' W80°16.50' 080° 16.2 NM to fld. 560/03W

**NDB (MHW)** 409 CQW N34°44.51' W79°51.94' 257° 4.8 NM to fld.

**CHESTER CATAWBA RGNL** (DCM) 5 N UTC-5(-4DT) N34°47.36' W81°11.75'

CHARLOTTE

657 B FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-24J, 25D, 36E

RWY 17-35: H5000X100 (ASPH) S-30, D-44 MIRL 0.4% up N

IAP

RWY 17: PAPI(P2L)—GA 3.1° TCH 34'. Tree. Rgt tfc.

RWY 35: PAPI(P2L)—GA 3.0° TCH 33'. Tree.

RWY 05-23: H4998X100 (ASPH) S-4, D-12 0.4% up SW

RWY 05: Tree. Rgt tfc.

RWY 23: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat 1300-0100Z†, Sun 1800-0100Z†. Parachute Jumping. Rwy 05-23 severely aged and cracked. Grass beginning to grow through cracks. Rwy 23 dirt access road 0' from thld. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.975 (803) 385-2011.**COMMUNICATIONS:** CTAF/UNICOM 122.7

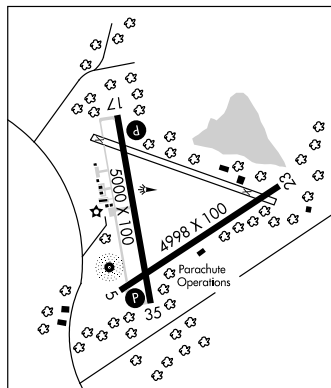
Ⓡ CHARLOTTE APP/DEP CON 120.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CLT.

**CHARLOTTE (L) VOR/DME** 115.0 CLT Chan 97 N35°11.42' W80°57.11' 212° 26.9 NM to fld. 732/05W. HIWAS.

**FORT MILL (L) VORTAC** 112.4 FML Chan 71 N34°59.34' W80°57.29' 227° 16.9 NM to fld. 645/02W. NOTAM FILE AND. SHUTDOWN.

**NDB (MHW)** 220 DCM N34°47.15' W81°12.05' at fld.  
NOTAM FILE AND.

**CHESTERFIELD** N34°39.03' W80°16.50' NOTAM FILE AND.

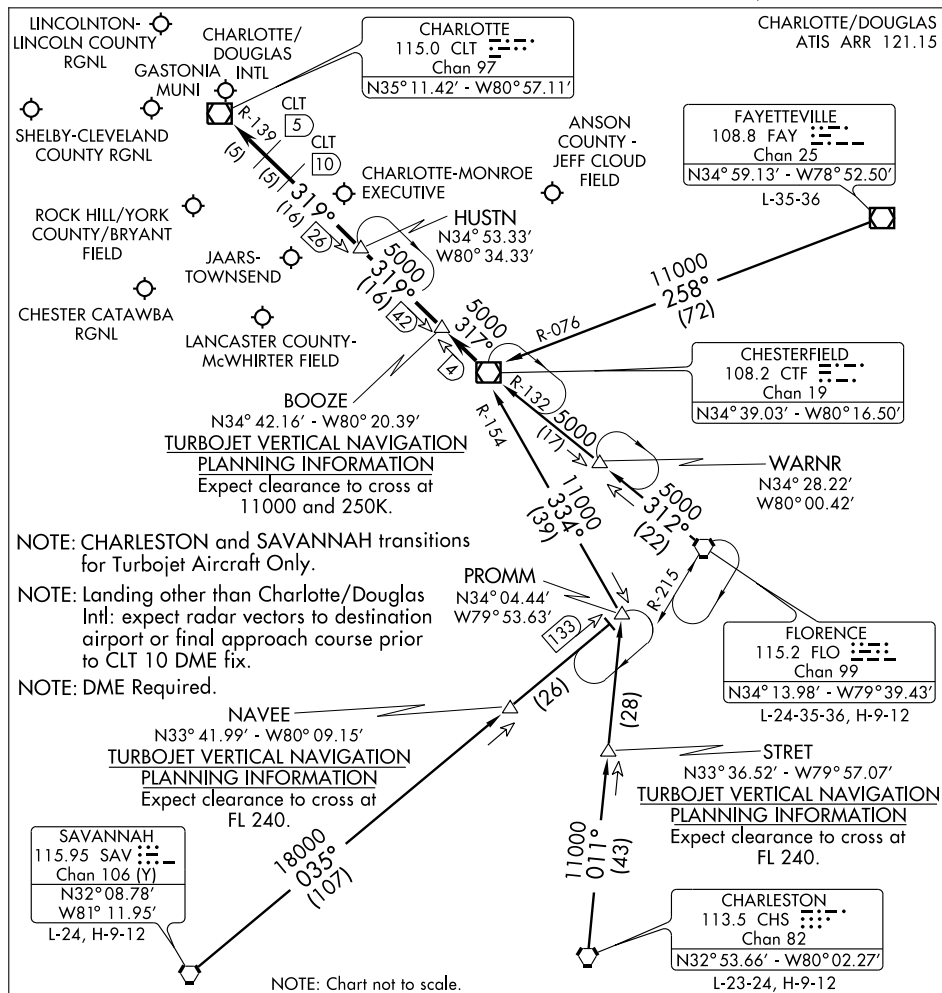
CHARLOTTE

(L) VOR/DME 108.2 CTF Chan 19 080° 16.1 NM to Cheraw Muni/Lynch Bellinger Fld. 560/03W. L-24J, 25E, 36E

RCO 122.05R 108.2T (ANDERSON RADIO)

## CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

... From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

## CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

## MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS  
 ATIS ARR 121.15  
 CHARLOTTE APP CON  
 (001° -119°) **128.32**  
 (120° -245°) **120.05**  
 (246° -360°) **134.75**  
 (180° -359°) **257.2**  
 (360° -179°) **307.8**

ROANOKE  
 109.4 ROA  
 Chan 31  
 N37°20.61' - W80°04.23'  
 L-26, H-10-12

MAYOS  
 N36°19.59' - W79°59.79'  
**TURBOJET VERTICAL NAVIGATION**  
**PLANNING INFORMATION**  
 Expect to cross at FL220.

MAJIC  
 N35°48.71' - W80°26.17'  
**TURBOJET VERTICAL NAVIGATION**  
**PLANNING INFORMATION**  
 Expect to cross at 13,000'/250K.

LYNCHBURG  
 109.2 LYH  
 Chan 29  
 N37°15.28' - W79°14.19'  
 L-26-36, H-10-12

KELLS  
 N36°35.17' - W79°47.17'

RALEIGH/DURHAM  
 117.2 RDU  
 Chan 119  
 N35°52.35' - W78°47.00'  
 L-36, H-9-12

LIBERTY  
 113.0 LIB  
 Chan 77  
 N35°48.70' - W79°36.76'

SUDSY  
 N35°44.58' - W80°29.63'

LINCOLNTON-  
 LINCOLN COUNTY  
 RGNL

SHELBY-  
 CLEVELAND  
 COUNTY RGNL

GASTONIA  
 MUNI

ROCK HILL/YORK  
 COUNTY/BRYANT  
 FIELD

CHESTER CATAWBA  
 RGNL

CHARLOTTE  
 115.0 CLT  
 Chan 97  
 N35°11.42' - W80°57.11'

CHARLOTTE-MONROE  
 EXECUTIVE

JAARS-  
 TOWNSEND

LANCASTER COUNTY-  
 McWHIRTER FIELD

ANSON COUNTY -  
 JEFF CLOUD  
 FIELD

NOTE: Chart not to scale.

NOTE: DME required.  
 NOTE: RADAR required for LIB R-273.  
 NOTE: Landing other than Charlotte/  
 Douglas Intl; expect radar  
 vectors to destination airport  
 or final approach course prior  
 to CLT 10 DME fix.

**LIBERTY TRANSITION (LIB.MAJIC1):** From over LIB VORTAC via LIB R-273  
 to MAJIC INT. Thence. . .

**LYNCHBURG TRANSITION (LYH.MAJIC1):** From over LYH VORTAC via LYH R-219  
 and CLT R-039 to MAJIC INT. Thence. . .

**ROANOKE TRANSITION (ROA.MAJIC1):** From over ROA VORTAC via ROA R-181  
 and CLT R-039 to MAJIC INT. Thence. . .

. . . From over MAJIC via CLT R-039 to:

**LANDING NORTH:** CLT VOR/DME. Expect radar vectors to final approach course prior  
 to the CLT 5 DME fix.

**LANDING SOUTH:** GIZMO. Expect radar vectors to final approach course.

## MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

|                       |                        |                             |   |
|-----------------------|------------------------|-----------------------------|---|
| NDB DCM<br><b>220</b> | APP CRS<br><b>340°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>648</b><br><b>657</b> |
|-----------------------|------------------------|-----------------------------|---|

**NDB RWY 35**

CHESTER CATAWBA RGNL (DCM)

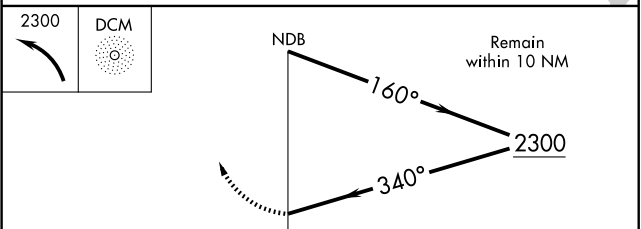
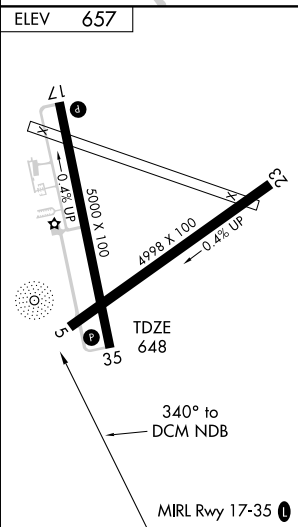
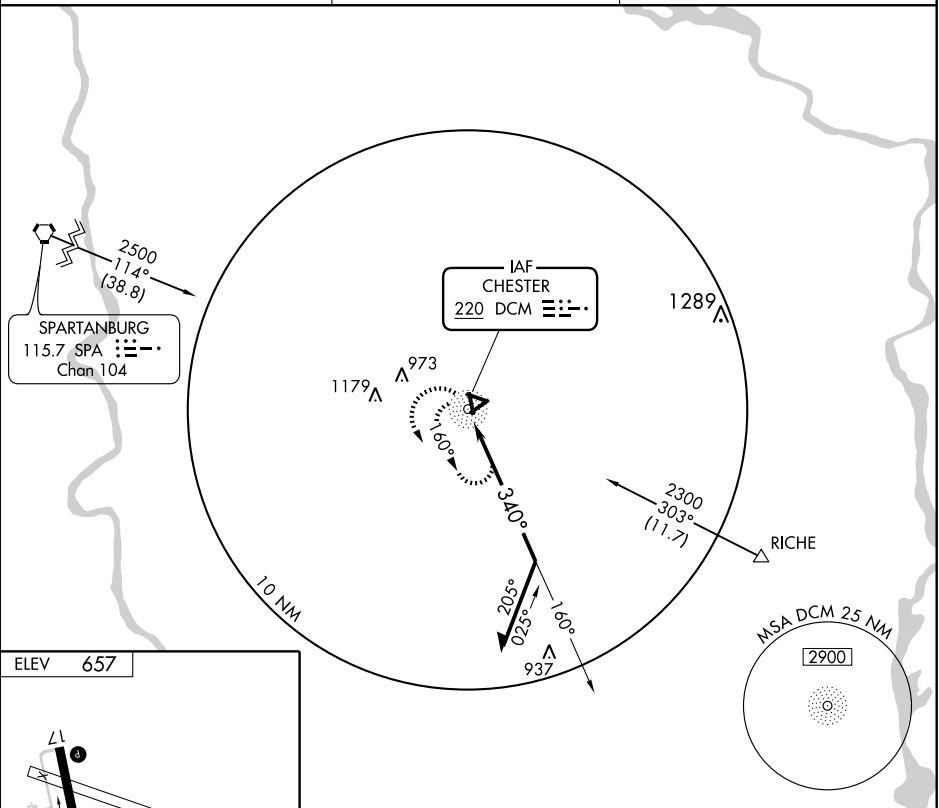
**▼** Circling to Rwy 5-23 NA at night. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2300 in DCM NDB holding pattern.

AWOS-3  
**120.975**

CHARLOTTE APP CON  
**120.05 307.8**

UNICOM  
**122.7 (CTAF) 0**



| CATEGORY | A      | B           | C                     | D                       |
|----------|--------|-------------|-----------------------|-------------------------|
| S-35     | 1340-1 | 692 (700-1) | 1340-2<br>692 (700-2) | 1340-2¼<br>692 (700-2¼) |
| CIRCLING | 1340-1 | 683 (700-1) | 1340-2<br>683 (700-2) | 1340-2¼<br>683 (700-2¼) |

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>93818</b><br><b>W17A</b> | APP CRS<br><b>174°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>657</b><br><b>657</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 17

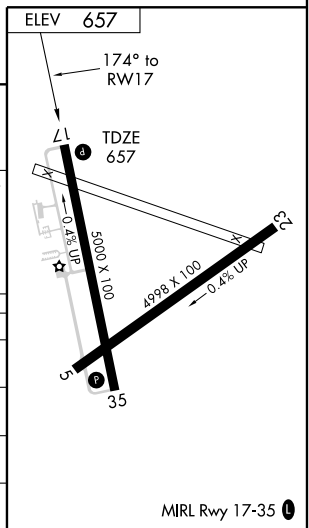
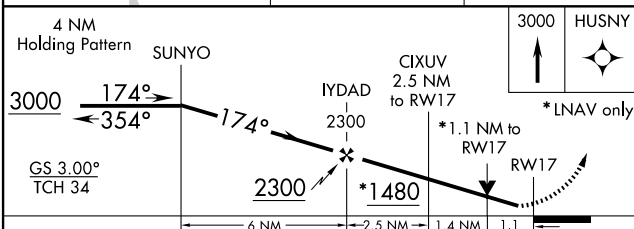
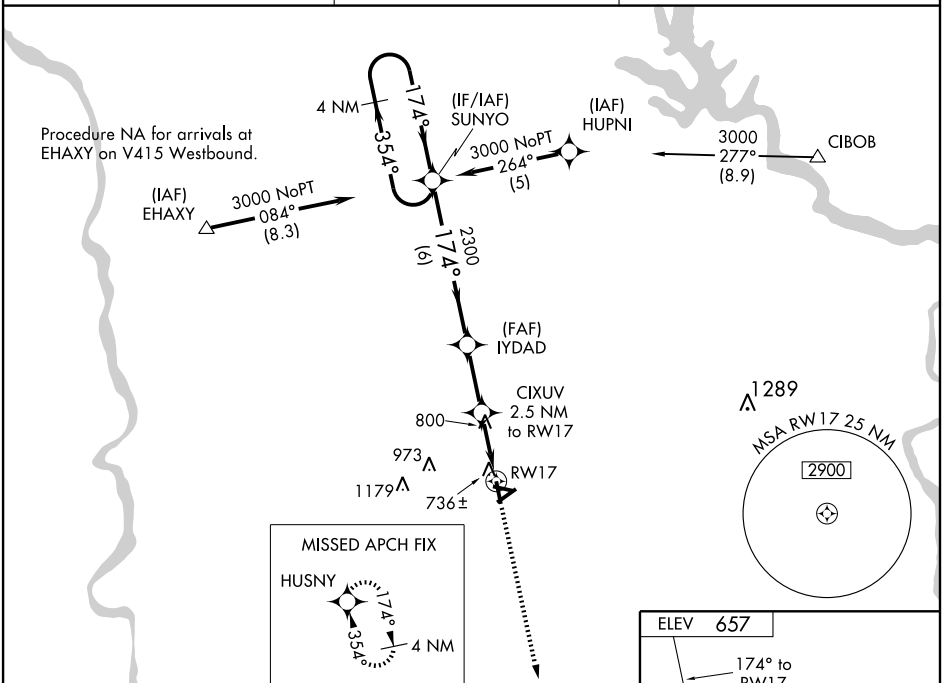
CHESTER CATAWBA RGNL (DCM)

|  |  |
|--|--|
| <p>▼ Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 33 feet and all MDA 40 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rock Hill altimeter setting.</p> <p>▲ MISSED APPROACH: Climb to 3000 direct HUSNY and hold.</p> |  |
|--|--|

AWOS-3  
**120.975**

CHARLOTTE APP CON  
**120.05 307.8**

UNICOM  
**122.7 (CTAF) 0**



| CATEGORY     | A                  | B                      | C                  | D |
|--------------|--------------------|------------------------|--------------------|---|
| LPV DA       | 907-1              | 250 (300-1)            |                    |   |
| LNAV/VNAV DA | 1134-1 ¾           | 477 (500-1 ¾)          |                    |   |
| LNAV MDA     | 1060-1 403 (500-1) | 1060-1 ¼ 403 (500-1 ¼) |                    |   |
| CIRCLING     | 1160-1 503 (600-1) | 1160-1 ½ 503 (600-1 ½) | 1220-2 563 (600-2) |   |

MIRL Rwy 17-35 0

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>40318</b><br><b>W35A</b> | APP CRS<br><b>354°</b> | Rwy Idg<br>TDZE <b>648</b><br>Apt Elev <b>657</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 35

CHESTER CATAWBA RGNL (DCM)

**▼** Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 33 feet and all MDAs 40 feet; increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Rock Hill altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct  
SUNYO and hold.

AWOS-3

**120.975**

CHARLOTTE APP CON

**120.05 307.8**

UNICOM

**122.7 (CTAF) ①**

MISSED APCH FIX



Procedure NA for arrivals at TAYSO  
on V66 Southwest bound.

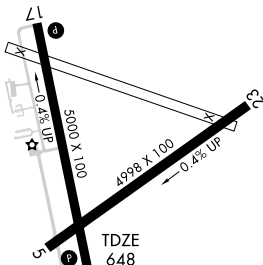
(IAF) TAYSO  
3000 NoPT  
084°  
(8.3)

(IF/IAF) HUSNY  
2200  
354°  
(6.3)

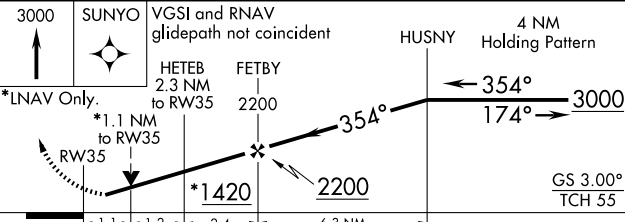
3000 NoPT  
322°  
(11.3)

(IAF) GREAT  
4 NM

Procedure NA for arrivals at GREAT  
on V37 southbound.

ELEV **657**

MIRL Rwy 17-35 ①

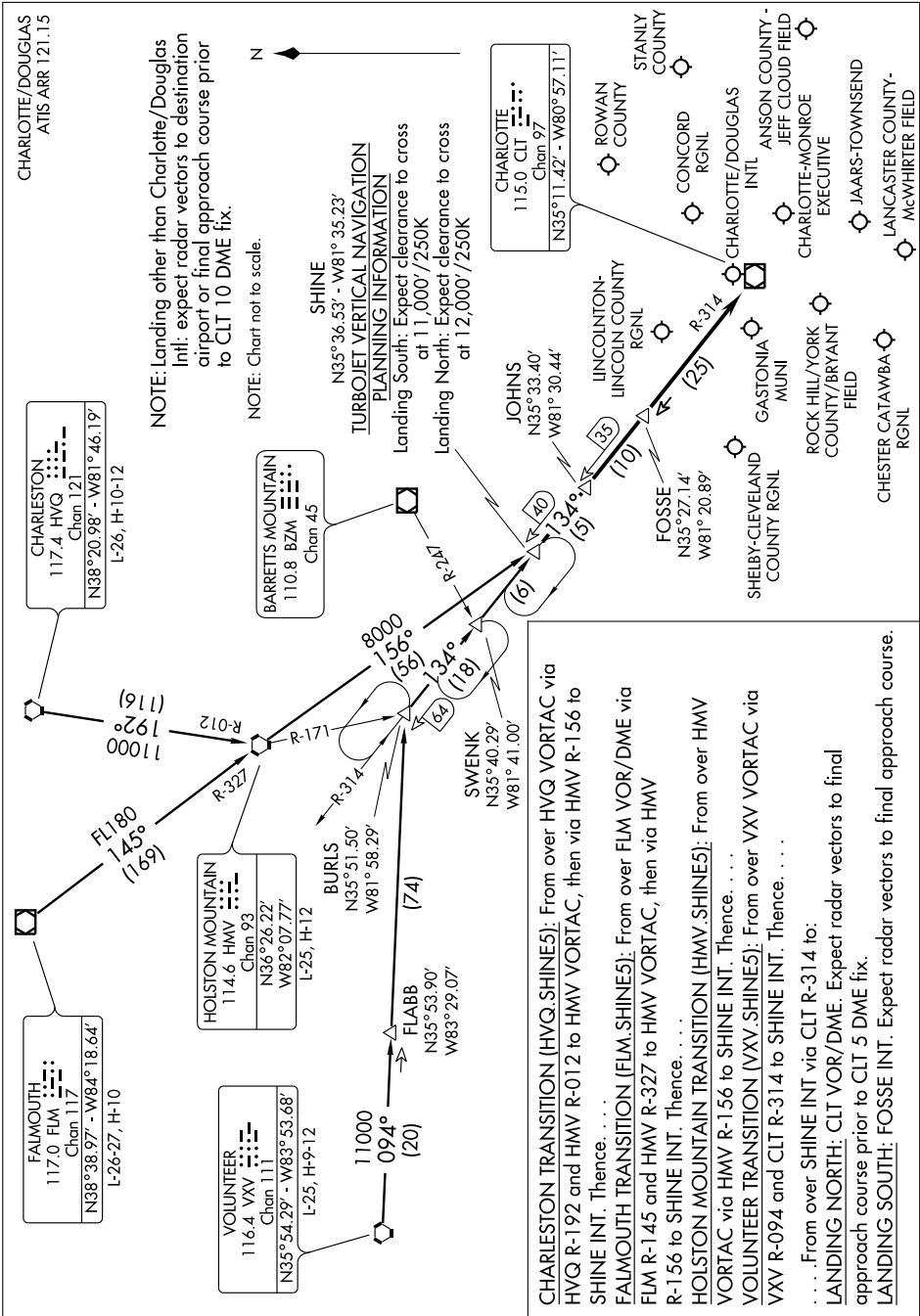


| CATEGORY      | A                    | B | C                    | D                    |
|---------------|----------------------|---|----------------------|----------------------|
| LPV DA        | 940-1 292 (300-1)    |   |                      |                      |
| LNAV/ VNAV DA | 1010-1¼ 362 (400-1¼) |   |                      |                      |
| LNAV MDA      | 1020-1 372 (400-1)   |   |                      | 1020-1¼ 372 (400-1¼) |
| CIRCLING      | 1160-1 503 (600-1)   |   | 1160-1½ 503 (600-1½) | 1220-2 563 (600-2)   |

SHINE FIVE ARRIVAL

CHARLOTTE, NORTH CAROLINA

SE-2, 23 SEP 2010 to 21 OCT 2010



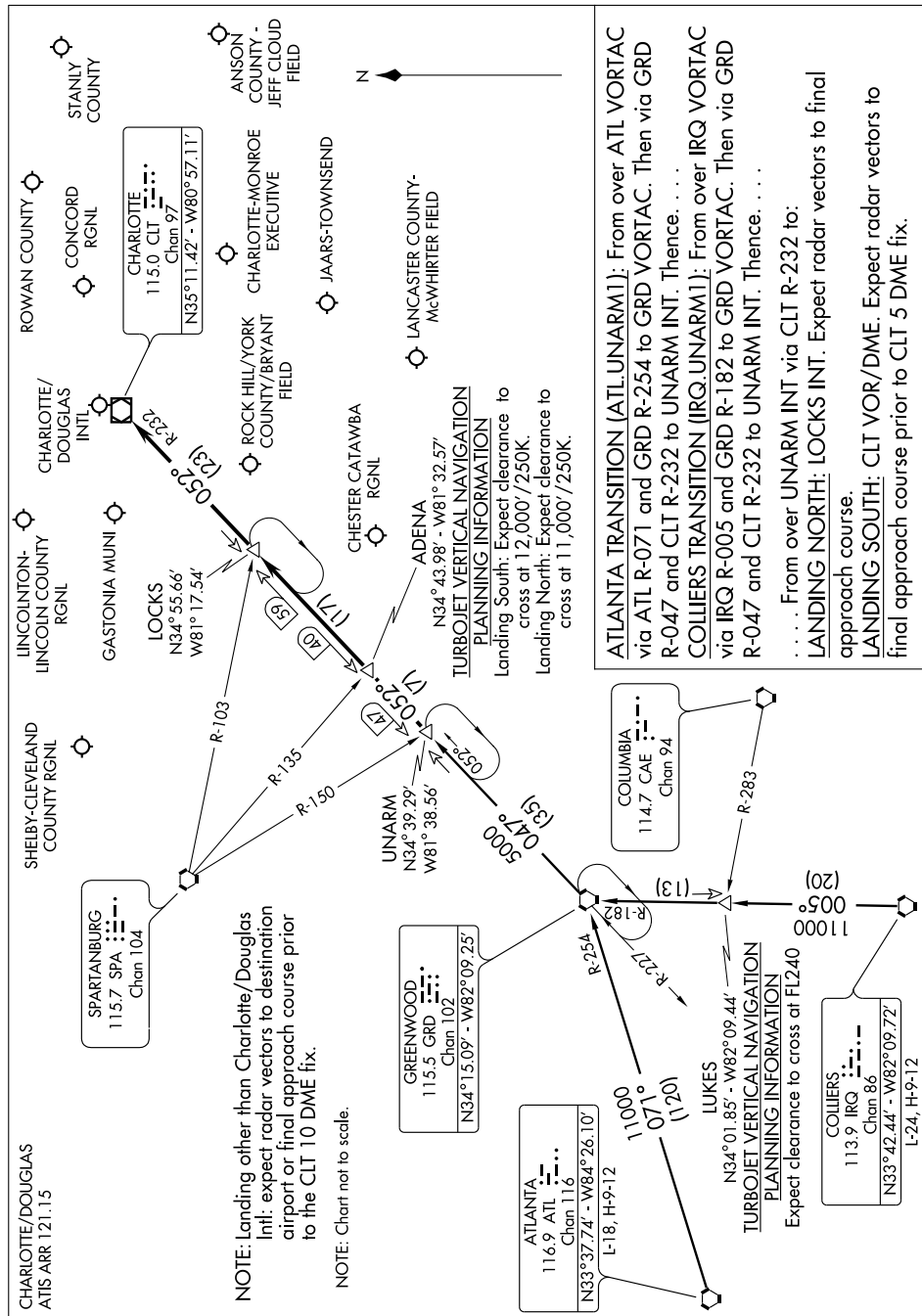
SE-2, 23 SEP 2010 to 21 OCT 2010

SHINE FIVE ARRIVAL

CHARLOTTE, NORTH CAROLINA



SE-2, 23 SEP 2010 to 21 OCT 2010



SE-2, 23 SEP 2010 to 21 OCT 2010

**CLEMSON** N34°40.43' W82°53.21' NOTAM FILE CEU.

NDB (MHW) 257 CEU at Oconee County Rgnl.

ATLANTA

L-25C

## CLEMSON

**OCONEE COUNTY RGNL** (CEU) 3 W UTC-5(-4DT) N34°40.32' W82°53.21'

892 B S4 FUEL 100LL, JET A NOTAM FILE CEU

RWY 07-25: H4400X100 (ASPH) S-26 MIRL

RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 35'. Tree. Rgt tfc.

RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 35'. Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-0000Z†. Rwy 07-25 PAEW adjacent 1700-0200Z†. Parachute Jumping. Deer on and in/ov rwy. No line of sight between rwy ends. Acft may be operating from private arpt 1 NM W-NW of arpt. MIRL Rwy 07-25 high ints OTS indef. ACTIVATE MIRL Rwy 07-25—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.275 (864) 882-0144.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ GREER APP/DEP CON 118.8 (1100-0445Z‡)

ATLANTA CENTER APP/DEP CON 134.8 (0445-1100Z‡)

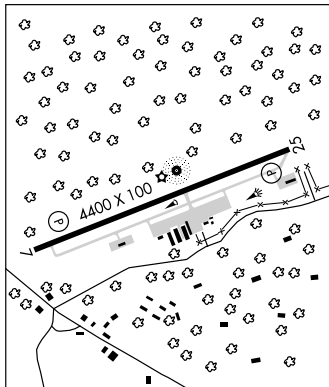
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

**FOOTHILLS (H) VORTAC** 113.4 ODF Chan 81 N34°41.75'

W83°17.86' 094° 20.4 NM to fld. 1700/00E.

**CLEMSON NDB (MHW) 257 CEU** N34°40.43' W82°53.21'

at fld. NOTAM FILE CEU.



**CLIO CROP CARE** (9W9) 2 SE UTC-5(-4DT) N34°33.69' W79°32.29'

192 TPA-792(600) NOTAM FILE AND

RWY 05-23: 2598X125 (TURF)

RWY 05: Tree. RWY 23: Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300Z†-dusk, Sat 1300-1700Z‡.

**COMMUNICATIONS:** CTAF 122.9

CHARLOTTE

**COLLIERS** N33°42.44' W82°09.72' NOTAM FILE AND.

(H) VORTAC 113.9 IRQ Chan 86 161° 15.7 NM to Daniel Fld, GA. 428/04W.

RCO 122.1R 113.9T (ANDERSON RADIO)

ATLANTA

H-9B, 12G, L-241

|                       |                        |                             |   |
|-----------------------|------------------------|-----------------------------|---|
| NDB CEU<br><b>257</b> | APP CRS<br><b>267°</b> | Rwy ldg<br>TDZE<br>Apt Elev | <b>4400</b><br><b>892</b><br><b>892</b> |
|-----------------------|------------------------|-----------------------------|---|

**NDB RWY 25**

CLEMSON/OCONEE COUNTY RGNL (CEU)

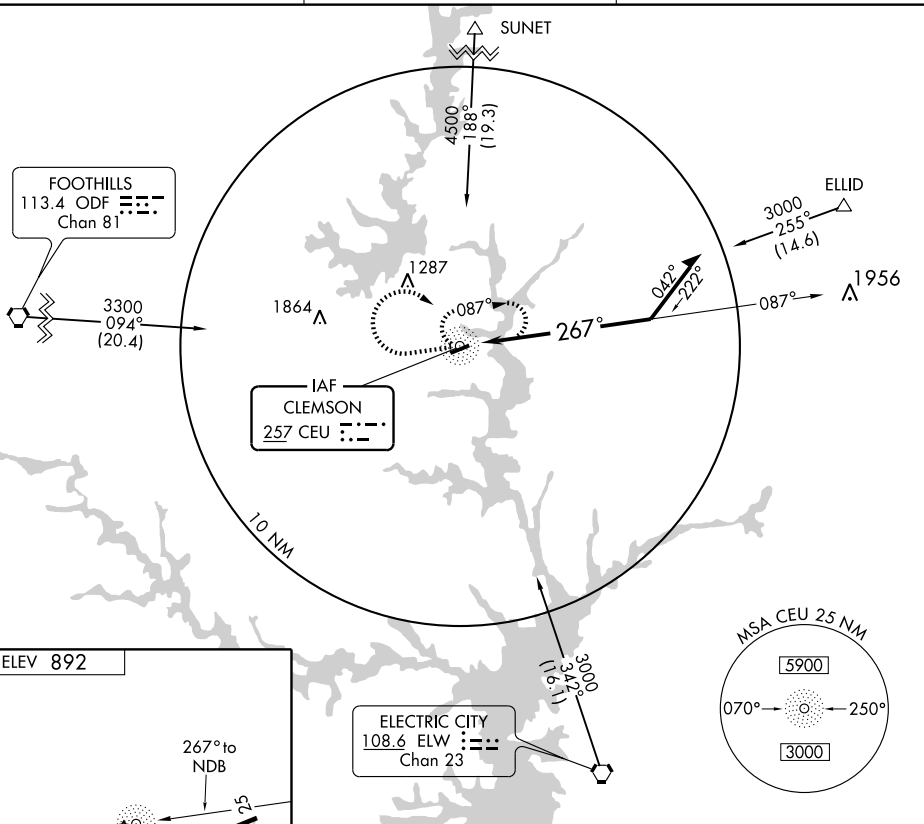


MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CEU NDB and hold.

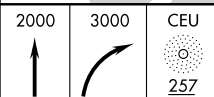
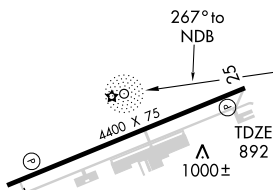
ASOS  
**119.275**

GREER APP CON ★  
**118.8 385.4**

UNICOM  
**122.7 (CTAF) 0**

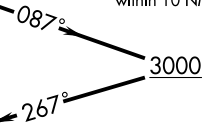


ELEV 892



NDB

Remain within 10 NM



MIRL Rwy 7-25 0  
REIL Rws 7 and 25

| Knots   | 60 | 90 | 120 | 150 | 180 |
|---------|----|----|-----|-----|-----|
| Min:Sec |    |    |     |     |     |

| CATEGORY | A                  | B | C   | D  |
|----------|--------------------|---|---|----|
| S-25     | 1500-1 608 (700-1) |   | 1500-1 <sup>3</sup> / <sub>4</sub> 608 (700-1 <sup>3</sup> / <sub>4</sub> ) | NA |
| CIRCLING | 1500-1 608 (700-1) |   | 1500-1 <sup>3</sup> / <sub>4</sub> 608 (700-1 <sup>3</sup> / <sub>4</sub> ) | NA |

CLEMSON, SOUTH CAROLINA

Orig 07298

CLEMSON/OCONEE COUNTY RGNL (CEU)

34° 40'N - 82° 53'W

**NDB RWY 25**

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>97605</b><br><b>W07A</b> | APP CRS<br><b>073°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4400</b><br><b>892</b><br><b>892</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 7

CLEMSON/ OCONEE COUNTY RGNL (CEU)



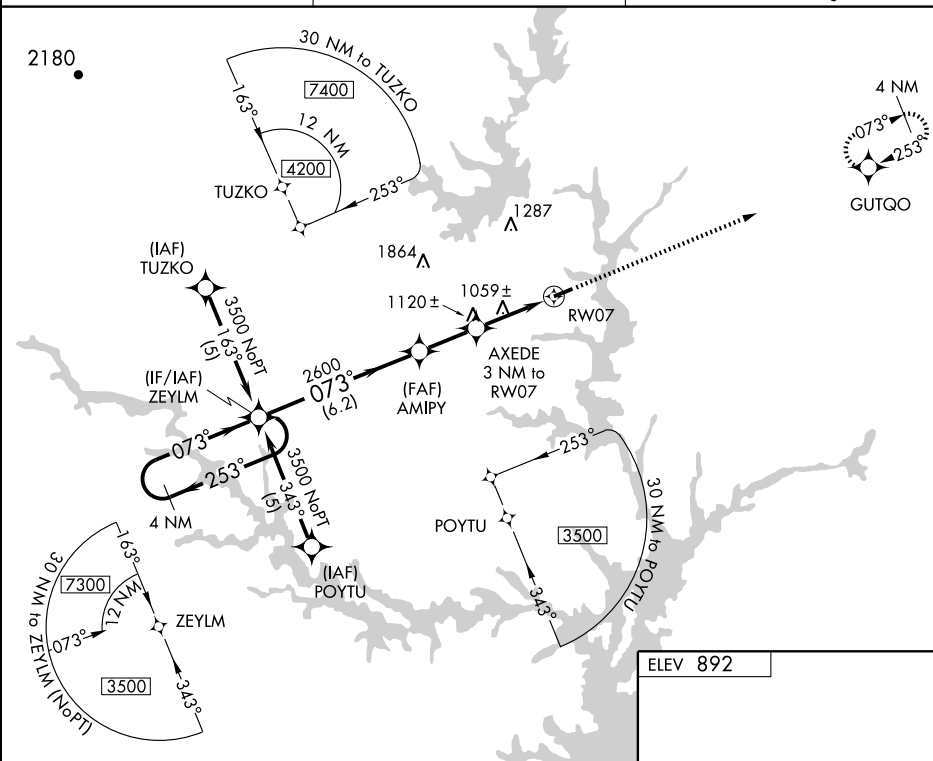
DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.  
If local altimeter setting not received, use Anderson altimeter setting and increase DA to 1262 and all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct GUTQO and hold.

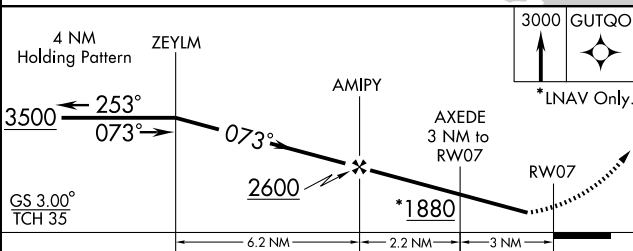
ASOS  
**119.275**

GREER APP CON ★  
**118.8 385.4**

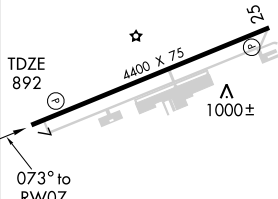
UNICOM  
**122.7 (CTAF) 0**



ELEV 892



| CATEGORY | A       | B            | C                       | D  |
|----------|---------|--------------|-------------------------|----|
| LPV DA   | 1214-1¼ | 322 (400-1¼) |                         | NA |
| LNAV MDA | 1320-1  | 428 (500-1)  | 1320-1¼<br>428 (500-1¼) | NA |
| CIRCLING | 1380-1  | 488 (500-1)  | 1380-1½<br>488 (500-1½) | NA |

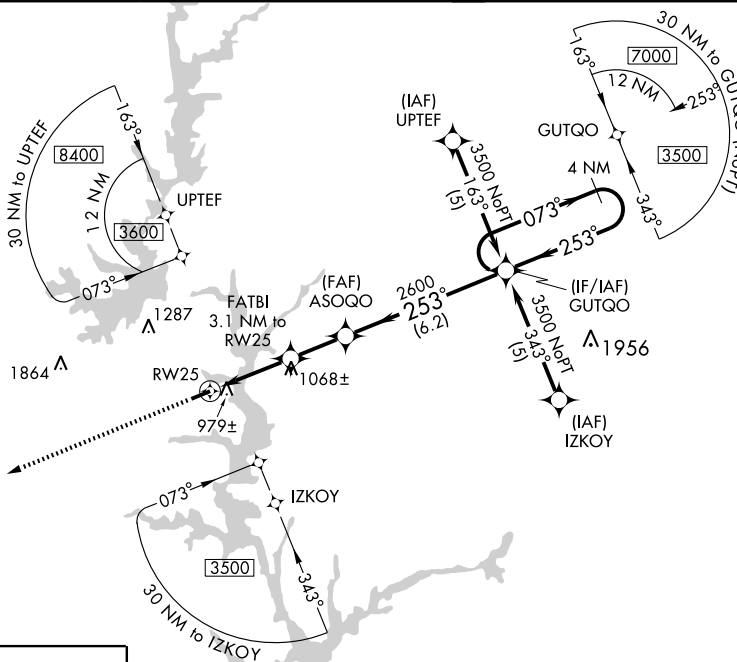


MIRL Rwy 7-25 0  
REIL Rwy 7 and 25

WAAS  
CH **50405**  
**W25A**APP CRS  
**253°**Rwy Idg **4400**  
TDZE **892**  
Apt Elev **892****RNAV (GPS) RWY 25**  
CLEMSON/ OCONEE COUNTY RGNL (CEU)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA  
**▲** If local altimeter setting not received, use Anderson altimeter setting and increase DA to 1190 and all MDAs 60 feet.

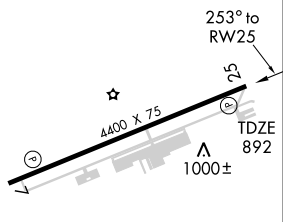
MISSED APPROACH: Climb to 3000 direct ZEYLM and hold.

ASOS  
**119.275**GREER APP CON ★  
**118.8 385.4**UNICOM  
**122.7 (CTAF) 0**

ZEYLM

073°  
253°  
4 NM

ELEV 892



3000 ZEYLM

\*LNAV Only.

RW25

FATBI 3.1 NM to RW25

1900\*

ASOQO

6.2 NM

GUTQO 4 NM Holding Pattern

073° → 3500

← 253°

GS 3.00° TCH 35

CATEGORY A B C D

LPV DA 1142-1 250 (300-1) NA

LNAV MDA 1240-1 348 (400-1) NA

CIRCLING 1380-1 488 (500-1) 1380-1½ 488 (500-1½) NA

MIRL Rwy 7-25 0  
REIL Rwy 7 and 25

## AIRPORT DIAGRAM

AL-89 (FAA)

COLUMBIA METROPOLITAN (C.A.E.)  
COLUMBIA, SOUTH CAROLINA

ATIS  
120.15  
COLUMBIA TOWER  
119.5 257.8  
GND CON  
121.9 348.6  
CLNC DEL  
119.75

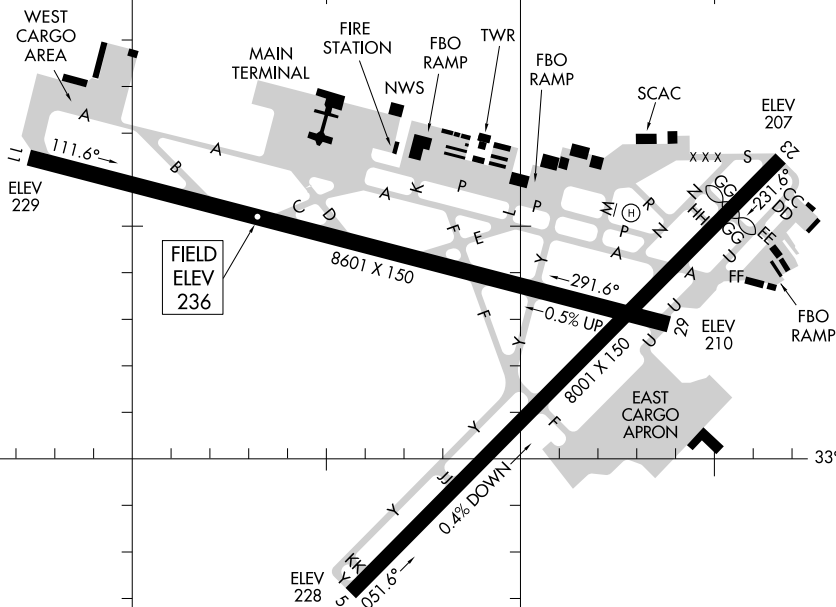
D

396

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

33°57'N

SE-2, 23 SEP 2010 to 21 OCT 2010

FIELD  
ELEV  
236

8601 X 150

-291.6°

0.5% UP

8001 X 150

0.4% DOWN

ELEV  
228

RWY 05-23  
S-100, D-200, 2S-175, 2D-355,  
2D/2D2-675  
RYW 11-29  
S-72, D-225, 2S-175, 2D-409,  
2D/2D2-700

CAUTION: BE ALERT TO RUNWAY  
CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING  
INSTRUCTIONS IS REQUIRED.

33°56'N

81°08'W

81°07'W

33°55'N

SE-2, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

COLUMBIA, SOUTH CAROLINA  
COLUMBIA METROPOLITAN (C.A.E.)

## COLUMBIA

## COLUMBIA METROPOLITAN (CAE) 5 SW UTC-5(-4DT) N33°56.33' W81°07.17'

CHARLOTTE

236 B S4 FUEL 100LL, JET A OX 1, 3 TPA—See Remarks LRA Class I, ARFF Index C  
NOTAM FILE CAE

H-9B, 12G, L-241  
IAP, AD

RWY 11-29: H8601X150 (ASPH-GRVD) S-72, D-225, 2S-175,  
2D-409, 2D/2D2-700 HIRL CL

RWY 11: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 72'.

RWY 29: MALSR. PAPI(P4L)—GA 3.0° TCH 78'. 0.5% up.

RWY 05-23: H8001X150 (ASPH-CONC-GRVD) S-100, D-200,  
2S-175, 2D-355, 2D/2D2-675 HIRL

RWY 05: MALSR. PAPI(P4R)—GA 3.0° TCH 60'. 0.4% down.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 54'. Thld displcd 1000'.  
Tree.

## RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-8001 TODA-8001 ASDA-7001 LDA-7001

RWY 11: TORA-8601 TODA-8601 ASDA-8601 LDA-8601

RWY 23: TORA-8001 TODA-8001 ASDA-8001 LDA-7001

RWY 29: TORA-8601 TODA-8601 ASDA-8601 LDA-8601

## AIRPORT REMARKS: Attended continuously. Acft ldg with explosives

obtain PPR from arpt ops 803-822-5050. Surface Touchdown rwy  
visual range avbl Rwy 05-23. Touchdown, midpoint and rollout rwy  
visual range avbl Rwy 11. Touchdown, midfield and rollout rwy  
visual range avbl Rwy 29. Helipad H1 located north of Twy P

between Twy M and Twy R. Fee for commercial aircraft over 15,000 pounds. Opr of ultralight vehicles prohibited.  
TPA for propeller acft 1236(1000); TPA for turboprop 2036(1800). Sports complex with numerous flood lgts  
approximately 6500' from apch end Rwy 11. Noise abatement procedure: No turns blo 1000' for turbine engine  
acft unless directed by ATC.

WEATHER DATA SOURCES: ASOS (803) 822-4168

COMMUNICATIONS: ATIS 120.15 UNICOM 122.95

RCO 122.65 (ANDERSON RADIO)

RCO 122.1R 114.7T (ANDERSON RADIO)

Ⓡ APP/DEP CON 124.15 (110°-289°) 133.4 (290°-109°)

TOWER 119.5 GND CON 121.9 CLNC DEL 119.75

AIRSPACE: CLASS C svc continuous ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE CAE.

(H) VORTAC 114.7 CAE Chan 94 N33°51.44' W81°03.24' 328° 5.9 NM to fld. 400/02W.

VOR portion unusable:

327°-073° byd 10 NM blo 4000'.

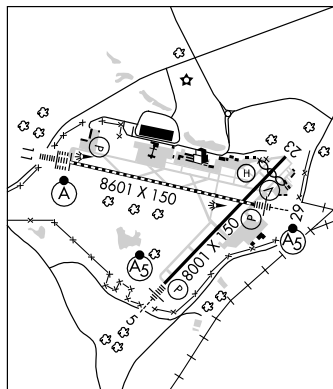
MURRY NDB (LOM) 362 CA N33°58.03' W81°14.68' 112° 6.5 NM to fld. LOM unmonitored.

ILS 110.3 I-CAE Rwy 11. Class IIIE. LOM MURRY NDB. LOM unmonitored.

ILS 108.3 I-VYK Rwy 29. Class IB. MM OTS indef.

ILS 108.95 I-GJC Rwy 05.

ASR



HELIPAD H1: H50X50 (CONC) PERIMETER LGTS

|                                   |                        |   |
|-----------------------------------|------------------------|---|
| LOC I-GJC<br><b><u>108.95</u></b> | APP CRS<br><b>050°</b> | Rwy Idg <b>7001</b><br>TDZE <b>228</b><br>Apt Elev <b>236</b> |
|-----------------------------------|------------------------|---|

ILS or LOC RWY 5  
COLUMBIA METROPOLITAN (CAE)

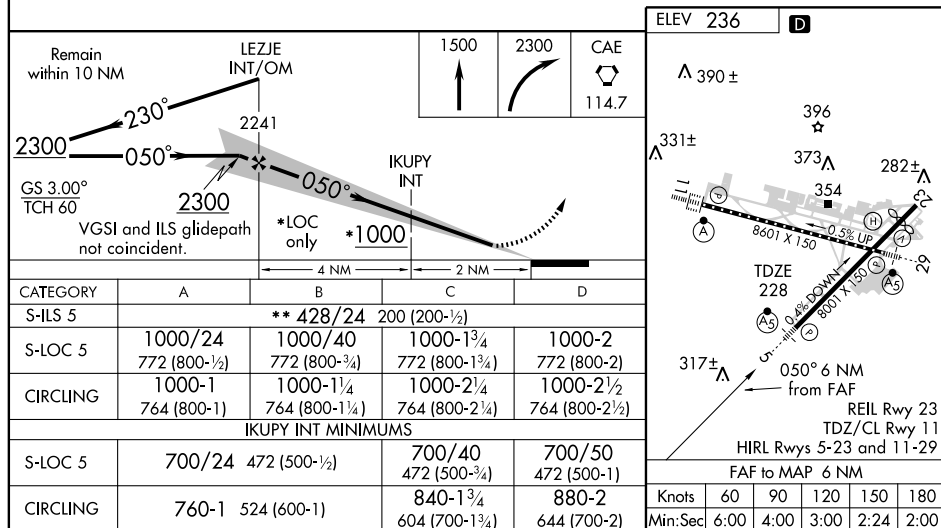
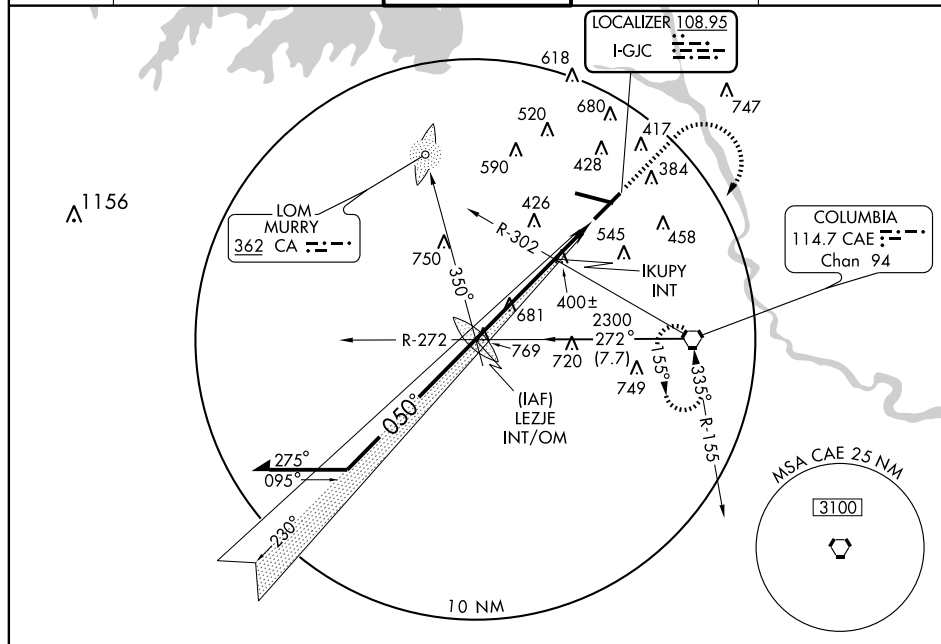


**\*\*RVR 1800 authorized with the use of FD or AP or HUD to DA.**



**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2300 direct CAE VORTAC and hold.

|                       |   |                                      |                               |                           |
|-----------------------|---|--------------------------------------|-------------------------------|---------------------------|
| ATIS<br><b>120.15</b> | COLUMBIA APP CON<br><b>133.4 285.6</b> (290°-109°)<br><b>124.15 338.2</b> (110°-289°) | COLUMBIA TOWER<br><b>119.5 257.8</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>119.75</b> |
|-----------------------|---|--------------------------------------|-------------------------------|---------------------------|



COLUMBIA, SOUTH CAROLINA  
Amdt 1C 09183

33°56'N-81°07'W

COLUMBIA METROPOLITAN (CAE)  
ILS or LOC RWY 5

SE-2. 23 SEP 2010 to 21 OCT 2010



|                                  |                        |                             |   |
|----------------------------------|------------------------|-----------------------------|---|
| LOC I-CAE<br><b><u>110.3</u></b> | APP CRS<br><b>112°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>8601</b><br><b>236</b><br><b>236</b> |
|----------------------------------|------------------------|-----------------------------|---|

ILS or LOC RWY 11  
COLUMBIA METROPOLITAN (CAE)

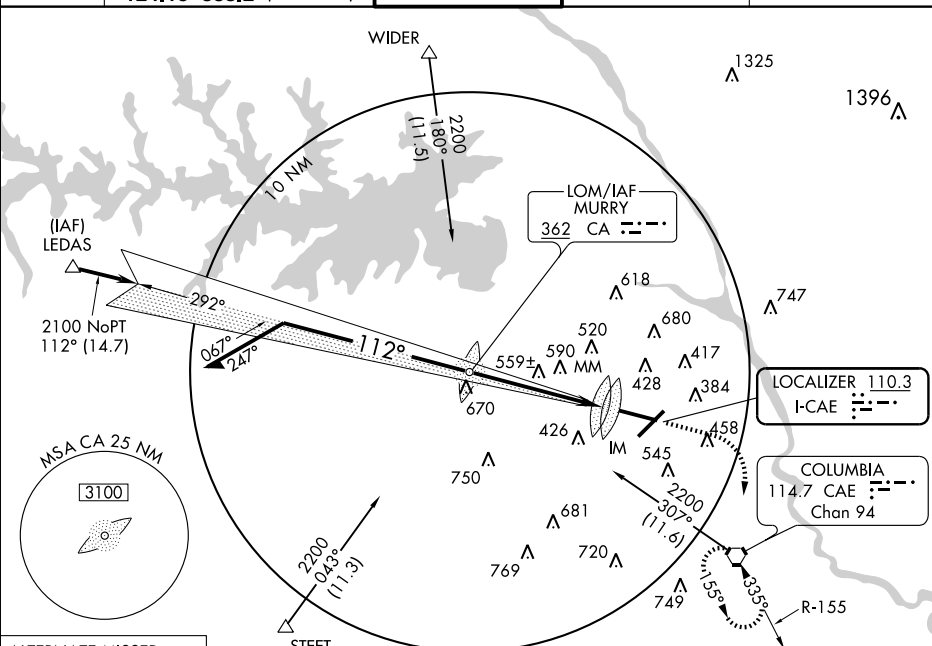


ALSF-2



**MISSED APPROACH:** Climb to 1100 then climbing right turn to 2100 direct CAE VORTAC and hold.

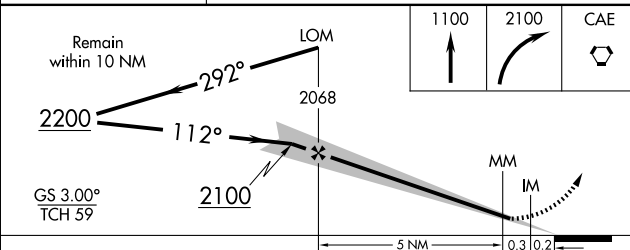
|                       |   |                                      |                               |                           |
|-----------------------|---|--------------------------------------|-------------------------------|---------------------------|
| ATIS<br><b>120.15</b> | COLUMBIA APP CON<br><b>133.4 285.6</b> (290°-109°)<br><b>124.15 338.2</b> (110°-289°) | COLUMBIA TOWER<br><b>119.5 257.8</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>119.75</b> |
|-----------------------|---|--------------------------------------|-------------------------------|---------------------------|



ALTERNATE MISSED  
APCH FIX



## ADF REQUIRED



| CATEGORY | A      | B           | C                      | D                      |
|----------|--------|-------------|------------------------|------------------------|
| S-LS 11  | 436/18 |             | 200 (200-½)            |                        |
| S-LOC 11 | 820/24 | 584 (600-½) | 820/50<br>584 (600-1)  | 820/60<br>584 (600-1¼) |
| CIRCLING | 820-1  | 584 (600-1) | 840-1¾<br>604 (700-1¾) | 880-2<br>644 (700-2)   |

ELEV 236

390±

331±

TDZE 236

396

373

354

282±

317±

112° 5.5 NM from FAF

8601 X 150

0.5% UP

0.4% DOWN

8601 X 150

REIL Rwy 23

TDZ/CL Rwy 11

HIRL Rwy 5-23 and 11-29

FAF to MAP 5.5 NM

| Knots   | 60   | 90   | 120  | 150  | 180  |
|---------|------|------|------|------|------|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

COLUMBIA, SOUTH CAROLINA  
Amdt 15 09239

33°56'N-81°07'W

COLUMBIA METROPOLITAN (CAE)  
ILS or LOC RWY 11

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2. 23 SEP 2010 to 21 OCT 2010

|                           |                        |                             |   |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-VYK<br><b>108.3</b> | APP CRS<br><b>290°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>8601</b><br><b>227</b><br><b>236</b> |
|---------------------------|------------------------|-----------------------------|---|

# ILS or LOC RWY 29

## COLUMBIA METROPOLITAN (CAE)

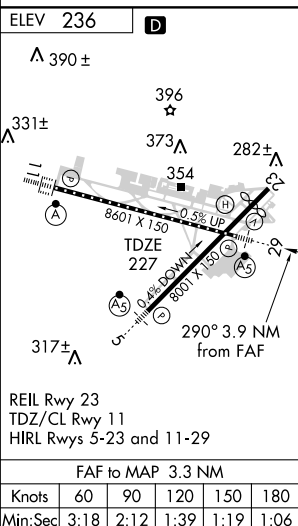
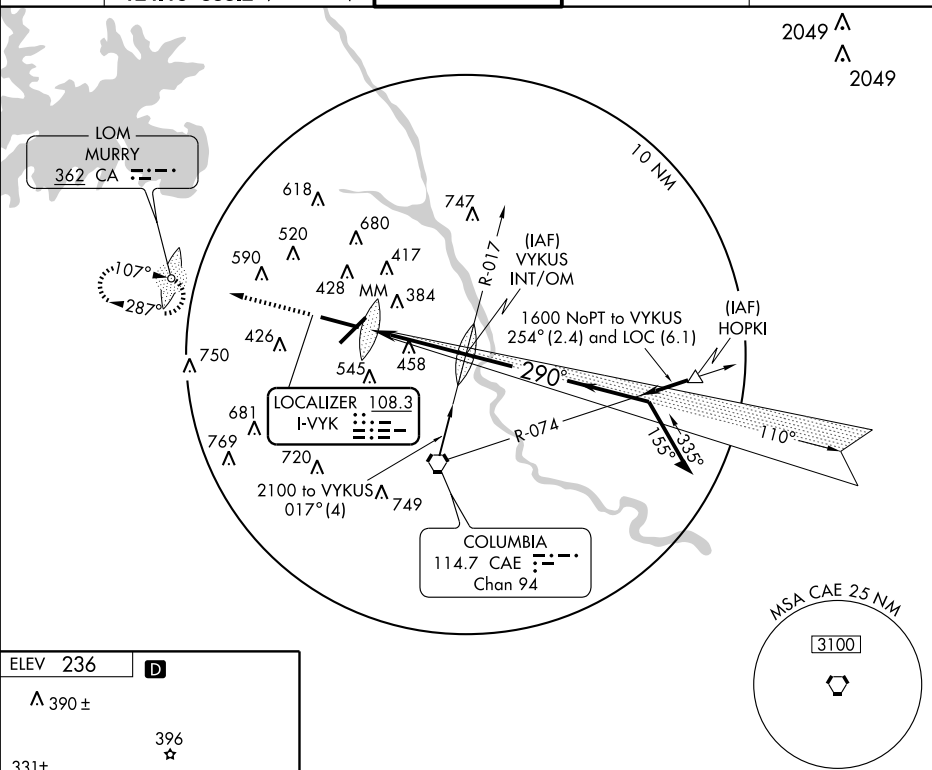
**ADF REQUIRED.**  
\* RVR 1800 authorized with the use of FD or AP or HUD to DA.


MALSR



MISSED APPROACH: Climb to 2100  
direct MURRY LOM and hold.

|                       |   |                                      |                               |                           |
|-----------------------|---|--------------------------------------|-------------------------------|---------------------------|
| ATIS<br><b>120.15</b> | COLUMBIA APP CON<br><b>133.4 285.6</b> (290°-109°)<br><b>124.15 338.2</b> (110°-289°) | COLUMBIA TOWER<br><b>119.5 257.8</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>119.75</b> |
|-----------------------|---|--------------------------------------|-------------------------------|---------------------------|



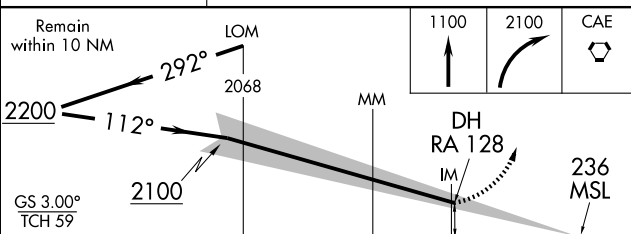
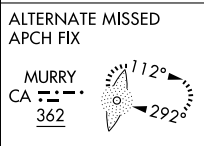
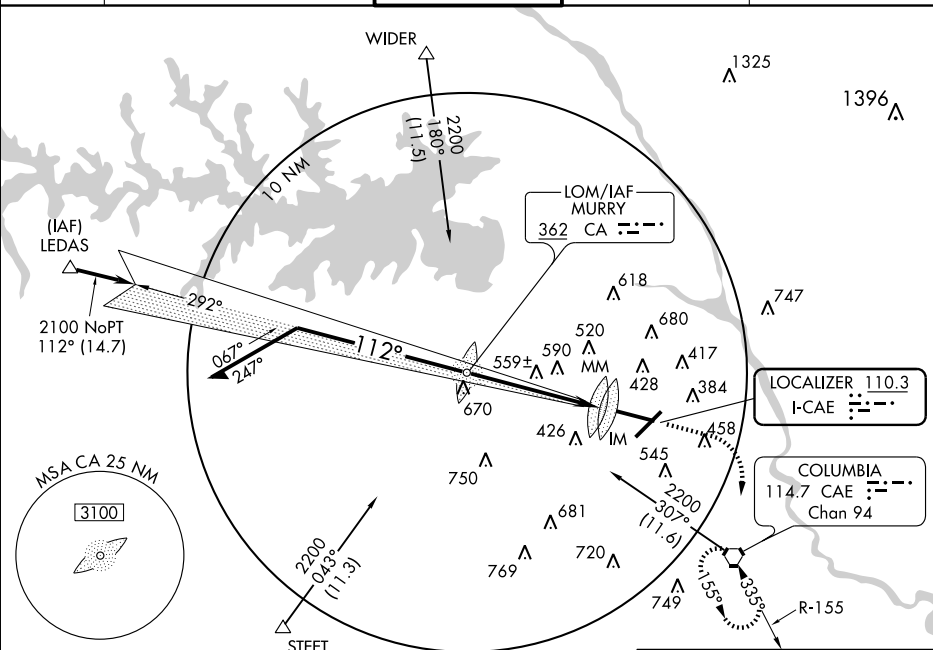
|           |   |  |  |  |  |  |  |  |  |  |  |
|-----------|---|--|--|--|--|--|--|--|--|--|--|
| 2100<br>↑ | MURRY<br><br>362 |  |  |  |  |  |  |  |  |  |  |
|-----------|---|--|--|--|--|--|--|--|--|--|--|

|                           |                        |                             |   |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-CAE<br><b>110.3</b> | APP CRS<br><b>112°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>8601</b><br><b>236</b><br><b>236</b> |
|---------------------------|------------------------|-----------------------------|---|

# ILS RWY 11 (CAT II)

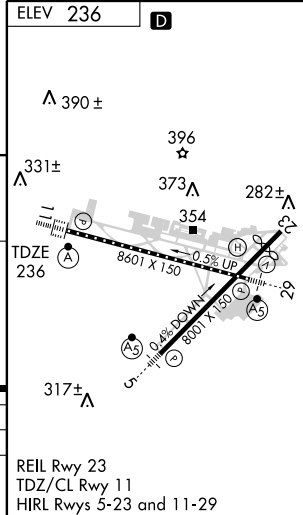
## COLUMBIA METROPOLITAN (CAE)

|             |   |  |   |                               |                           |
|-------------|---|--|---|-------------------------------|---------------------------|
| <br><br>ASR | COLUMBIA APP CON<br><b>133.4 285.6</b> (290°-109°)<br><b>124.15 338.2</b> (110°-289°) |  | COLUMBIA TOWER<br><b>119.5 257.8</b>  | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>119.75</b> |
|             | ATIS<br><b>120.15</b>   |  | MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CAE VORTAC and hold. |                               |                           |



|          |   |   |   |   |
|----------|---|---|---|---|
| CATEGORY | A | B | C | D |
| S-ILS 11 |   |   |   |   |

**CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



|                           |                        |                             |   |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-CAE<br><b>110.3</b> | APP CRS<br><b>112°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>8601</b><br><b>236</b><br><b>236</b> |
|---------------------------|------------------------|-----------------------------|---|

# ILS RWY 11 (CAT III)

## COLUMBIA METROPOLITAN (CAE)



ALSF-2



MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CAE VORTAC and hold.

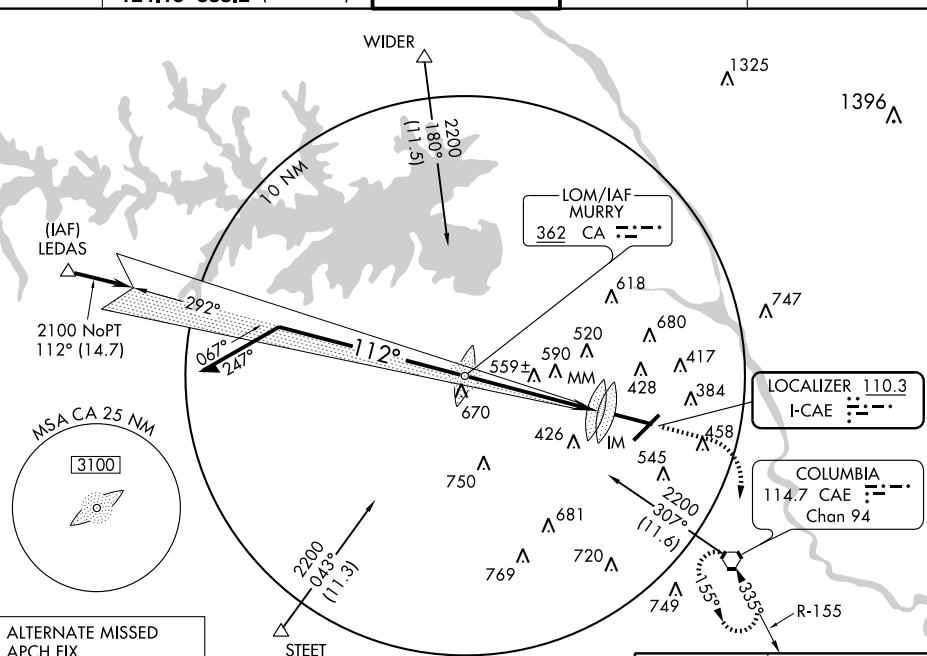
ATIS  
**120.15**

COLUMBIA APP CON  
**133.4 285.6** (290°-109°)  
**124.15 338.2** (110°-289°)

COLUMBIA TOWER  
**119.5 257.8**

GND CON  
**121.9 348.6**

CLNC DEL  
**119.75**

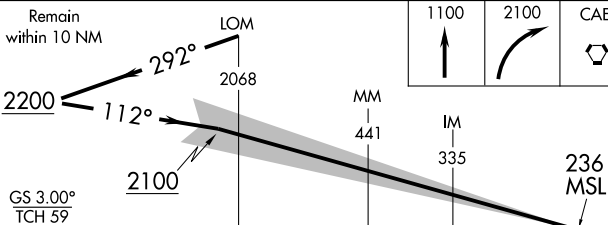


ALTERNATE MISSED  
APCH FIX



ADF REQUIRED

Remain  
within 10 NM

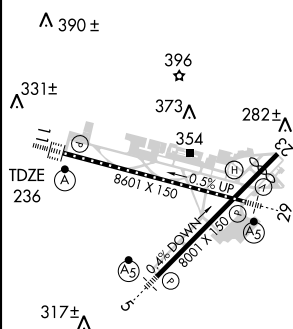


| CATEGORY | A | B | C               | D |
|----------|---|---|-----------------|---|
| S-ILS 11 |   |   | CAT IIIA RVR 07 |   |
| S-ILS 11 |   |   | CAT IIIB RVR 06 |   |
| S-ILS 11 |   |   | CAT IIIC NA     |   |

**CATEGORY III ILS-SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

ELEV 236

D



REIL Rwy 23  
TDZ/CL Rwy 11  
HIRL Rwy 5-23 and 11-29

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>45526</b><br><b>W05A</b> | APP CRS<br><b>050°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7001</b><br><b>228</b><br><b>236</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 5

## COLUMBIA METROPOLITAN (CAE)

**ASR** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
DME/DME RNP-0.3 NA.

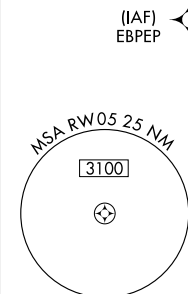
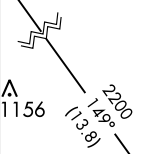


**MISSED APPROACH:** Climb to 2400 direct POMIE and via track 019° to BEFTY and hold.

| ATIS          | COLUMBIA APP CON  | COLUMBIA TOWER     | GND CON            | CLNC DEL      |
|---------------|---|--------------------|--------------------|---------------|
| <b>120.15</b> | <b>133.4 285.6</b> (290°-109°)<br><b>124.15 338.2</b> (110°-289°) | <b>119.5 257.8</b> | <b>121.9 348.6</b> | <b>119.75</b> |

Procedure NA for arrivals at LEDAS via V311 northwest bound.

LEDAS



VGSI and RNAV glidepath not coincident.

Procedure  
Turn  
NA

EDURE

2200

050°

OTNOW

2200

GS 3.00°

TCH 60

6.3 NM 3.4 NM 1.2 NM 1.3 NM

| CATEGORY     | A      | B             | C                            | D                     |
|--------------|--------|---------------|------------------------------|-----------------------|
| LPV DA       |        | 428/24        | 200 (200-1/2)                |                       |
| LNAV/VNAV DA |        | 638/50        | 410 (500-1)                  |                       |
| LNAV MDA     | 700/24 | 472 (500-1/2) | 700/40<br>472 (500-3/4)      | 700/50<br>472 (500-1) |
| CIRCLING     | 740-1  | 504 (600-1)   | 840-1 3/4<br>604 (700-1 3/4) | 880-2<br>644 (700-2)  |

2400

POMIE

track 019°

BEFTY

\*LNAV only.

TIBOC

2.5 NM to RW05

\*1.3 NM to RW05

\*1080

RW05

ELEV 236

D

390±

331±

396

373

354

282±

8601 X 150

0.5% UP

8001 X 50

0.4% DOWN

050° to RW05

317±

TDZE 228

REIL Rwy 23

TDZ/CL Rwy 11

HIRL Rws 5-23 and 11-29

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>61014</b><br><b>W11A</b> | APP CRS<br><b>110°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>8601</b><br><b>236</b><br><b>236</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 11

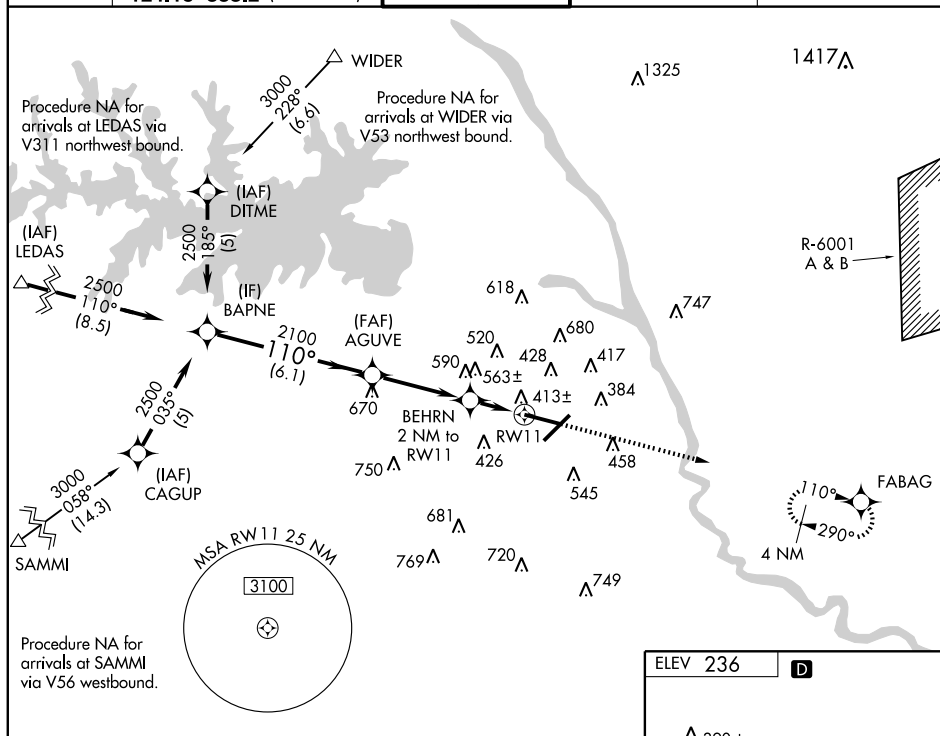
## COLUMBIA METROPOLITAN (CAE)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -15°C (5°F) or above 48°C (118°F).  
DME/DME RNP-0.3 NA.

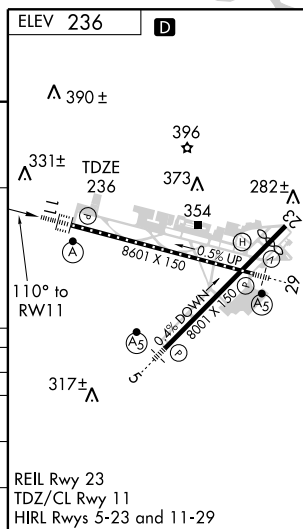


MISSED APPROACH: Climb to 3000 direct  
FABAG and hold.

|                       |   |                                      |                               |                           |
|-----------------------|---|--------------------------------------|-------------------------------|---------------------------|
| ATIS<br><b>120.15</b> | COLUMBIA APP CON<br><b>133.4 285.6</b> (290°-109°)<br><b>124.15 338.2</b> (110°-289°) | COLUMBIA TOWER<br><b>119.5 257.8</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>119.75</b> |
|-----------------------|---|--------------------------------------|-------------------------------|---------------------------|



|                   |        |             |                        |                      |       |
|-------------------|--------|-------------|------------------------|----------------------|-------|
| Procedure Turn NA | BAPNE  | AGUVE       | BEHRN 2 NM to RW11     | 3000                 | FABAG |
| GS 3.00°          | 2500   | 2100        | *1.4 NM to RW11        | *LNAV Only           |       |
| TCH 59            | 6.1 NM | 3.6 NM      | 0.6                    | 1.4 NM               |       |
| CATEGORY          | A      | B           | C                      | D                    |       |
| LPV DA            | 436/24 |             | 200 (200-½)            |                      |       |
| LNAV/VNAV DA      | 744/60 |             | 508 (600-1¼)           |                      |       |
| LNAV MDA          | 740/24 | 504 (600-½) | 740/50                 | 504 (600-1)          |       |
| CIRCLING          | 740-1  | 504 (600-1) | 840-1¾<br>604 (700-1¾) | 880-2<br>644 (700-2) |       |



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>40026</b><br><b>W23A</b> | APP CRS<br><b>230°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7001</b><br><b>213</b><br><b>236</b> |
|--|------------------------|-----------------------------|---|

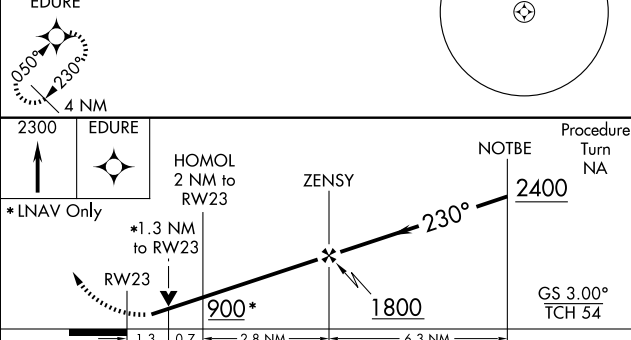
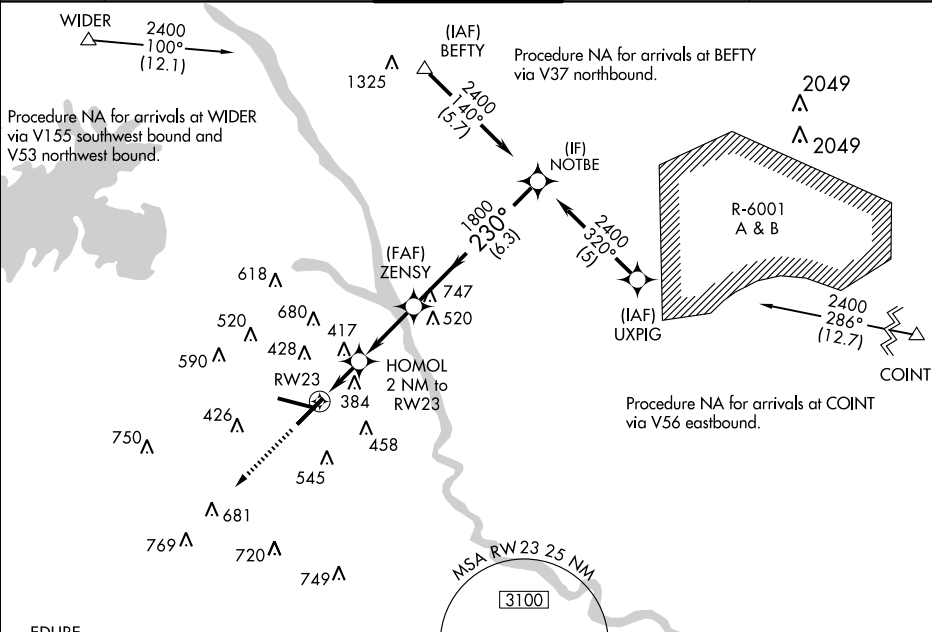
# RNAV (GPS) RWY 23

## COLUMBIA METROPOLITAN (CAE)

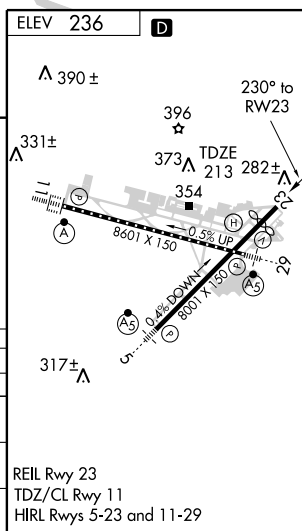
**ASR** For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -15°C (5°F) or above 48°C (118°F).  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to  
2300 direct EDURE and hold.

|                       |   |                                      |                               |                           |
|-----------------------|---|--------------------------------------|-------------------------------|---------------------------|
| ATIS<br><b>120.15</b> | COLUMBIA APP CON<br><b>133.4 285.6</b> (290°-109°)<br><b>124.15 338.2</b> (110°-289°) | COLUMBIA TOWER<br><b>119.5 257.8</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>119.75</b> |
|-----------------------|---|--------------------------------------|-------------------------------|---------------------------|



| CATEGORY     | A                  | B  | C  | D |
|--------------|--------------------|--|--|---|
| LPV DA       |                    | 503/50   | 290 (300-1)  |   |
| LNAV/VNAV DA |                    | 699-1 <sup>3</sup> / <sub>4</sub>  | 486 (500-1 <sup>3</sup> / <sub>4</sub> )                                   |   |
| LNAV MDA     | 680/50 467 (500-1) | 680/60 467 (500-1 <sup>1</sup> / <sub>4</sub> )                            | 680-1 <sup>1</sup> / <sub>2</sub> 467 (500-1 <sup>1</sup> / <sub>4</sub> ) |   |
| CIRCLING     | 740-1 504 (600-1)  | 840-1 <sup>3</sup> / <sub>4</sub> 604 (700-1 <sup>3</sup> / <sub>4</sub> ) | 880-2 644 (700-2)  |   |



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>53414</b><br><b>W29A</b> | APP CRS<br><b>290°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>8601</b><br><b>227</b><br><b>236</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 29  
COLUMBIA METROPOLITAN (CAE)

|   |  |
|---|--|
| <div style="background-color: black; color: white; width: 20px; height: 20px; margin-bottom: 5px;"></div> <b>T</b><br>ASR | <p>For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000.</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).<br/>DME/DME RNP-0.3 NA.</p> |
|---|--|

MALS



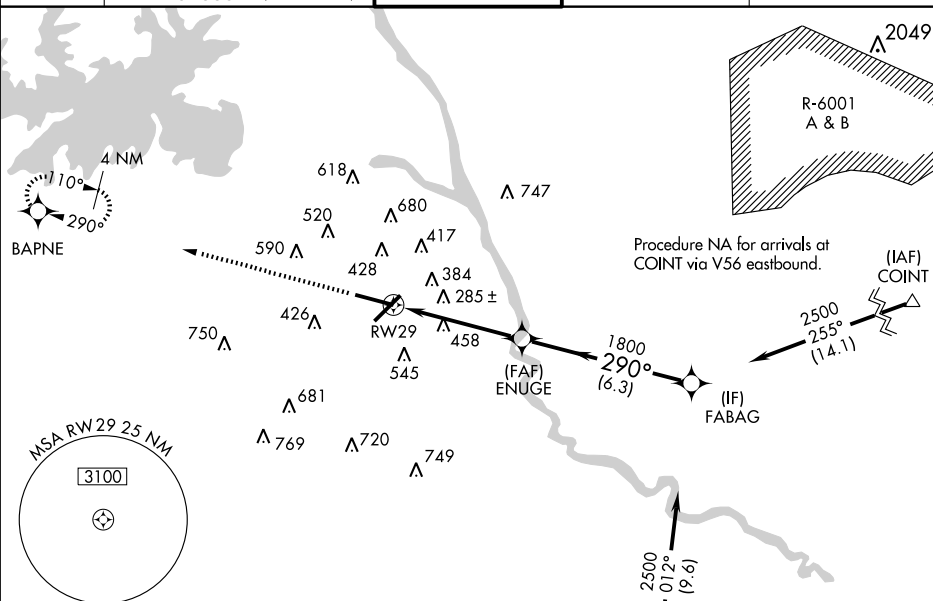
**MISSED APPROACH:** Climb to 3000 direct BAPNE and hold.

|               |                  |                          |
|---------------|------------------|--------------------------|
| ATIS          | COLUMBIA APP CON |                          |
| <b>120.15</b> | <b>133.4</b>     | <b>285.6</b> (290°-109°) |
|               | <b>124.15</b>    | <b>338.2</b> (110°-289°) |

COLUMBIA TOWER  
119.5 257.8

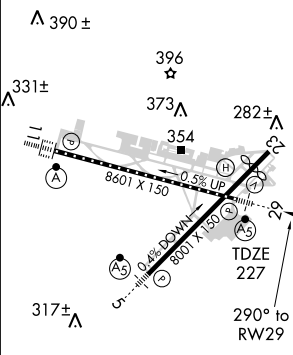
GND CON  
121.9 348.6

CLNC DEL  
**119.75**





|      |     |
|------|-----|
| ELEV | 236 |
|------|-----|

**D**



REIL Rwy 23  
TDZ/CL Rwy 11  
HIRL Rwys 5-23 and 11-29

|   |   |
|---|---|
| 3000  | BAPNE   |
|  |  |

\* LNAV only.

\*1.4 NM

|     | FABAG | Procedure<br>Turn<br>NA |
|-----|-------|-------------------------|
| 1   |       |                         |
| 2   |       |                         |
| 3   |       |                         |
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GS 3

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[

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44.

20

3 (5

880

4 (7)

NA

V

33°56'N - 81°07'W

COLUMBIA METROPOLITAN (CAE)  
RNAV (GPS) RWY 29



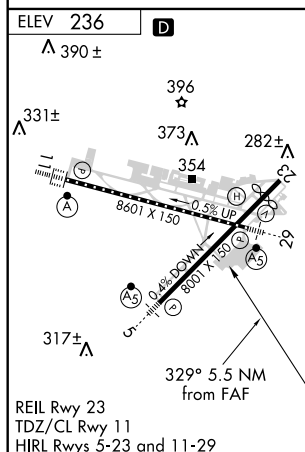
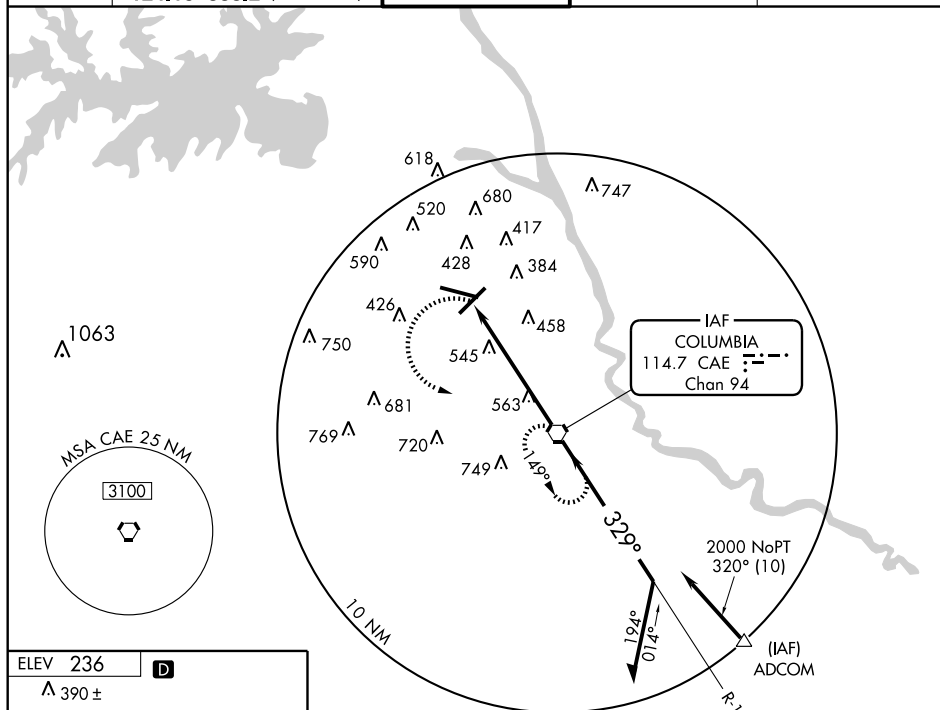
|            |         |          |     |
|------------|---------|----------|-----|
| VORTAC CAE | APP CRS | Rwy Idg  | N/A |
| 114.7      | 329°    | TDZE     | N/A |
| Chan 94    |         | Apt Elev | 236 |

**VOR-A**  
COLUMBIA METROPOLITAN (CAE)

▼  
ASR

MISSED APPROACH: Climbing left turn  
to 2000 direct CAE VORTAC and hold.

|        |                  |                   |                |             |          |
|--------|------------------|-------------------|----------------|-------------|----------|
| ATIS   | COLUMBIA APP CON |                   | COLUMBIA TOWER | GND CON     | CLNC DEL |
| 120.15 | 133.4            | 285.6 (290°-109°) | 119.5 257.8    | 121.9 348.6 | 119.75   |
|        | 124.15           | 338.2 (110°-289°) |                |             |          |



|                   |      |      |      |      |
|-------------------|------|------|------|------|
| FAF to MAP 5.5 NM |      |      |      |      |
| Knots             | 60   | 90   | 120  | 150  |
| Min:Sec           | 5:30 | 3:40 | 2:45 | 1:50 |

COLUMBIA, SOUTH CAROLINA  
Amdt 16 09239

|          |                   |        |                           |                     |
|----------|-------------------|--------|---------------------------|---------------------|
| 2000     | CAE               | VORTAC |                           | Remain within 10 NM |
|          |                   | 149°   | 2100                      |                     |
|          |                   | 329°   | 2100                      |                     |
|          |                   | 5.5 NM |                           |                     |
| CATEGORY | A                 | B      | C                         | D                   |
| CIRCLING | 820-1 584 (600-1) |        | 840-1 3/4 604 (700-1 3/4) | 880-2 644 (700-2)   |

COLUMBIA METROPOLITAN (CAE)

33°56'N-81°07'W

**VOR-A**

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

**JIM HAMILTON L.B. OWENS** (CUB) 2 S UTC-5(-4DT) N33°58.23' W80°59.72'

CHARLOTTE

194 B S4 FUEL 100LL, JET A TPA-1001(807) NOTAM FILE CUB

H-9B, 12G, L-24I

RWY 13-31: H5011X75 (ASPH) S-20, D-40 MIRL

IAP

RWY 13: REIL. PAPI(P2L)—GA 4.0° TCH 70'. Tree. Rgt tfc.

RWY 31: REIL. PAPI(P2R)—GA 3.0° TCH 45'. Thld dspcd 391'. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 13: TORA-4999 TODA-4999 ASDA-4999 LDA-4999

RWY 31: TORA-4999 TODA-4999 ASDA-4999 LDA-4599

**AIRPORT REMARKS:** Attended 1100-0300Z†. For svc after hrs call

803-771-7915. Railroad switching yard parallel to Rwy 13-31.

Rwy 13 is designated calm wind rwy. Avoid noise sensitive area N

of arpt blo 1500'. No Northbound departure turns either rwy blo

1500'. ACTIVATE MIRL Rwy 13-31 and REIL Rwy 13 and

31—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.675 (803) 929-0665

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ COLUMBIA APP/DEP CON 133.4 CLNC DEL 124.4

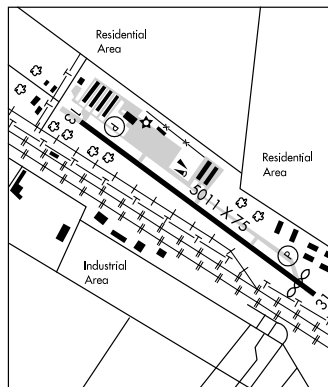
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CAE.

COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44'

W81°03.24' 025° 7.4 NM to fld. 400/02W.

ILS/DME 110.9 I-CUB Chan 46 Rwy 31. LOC only.

ASR



**CONWAY-HORRY CO** (HYW) 3 W UTC-5(-4DT) N33°49.71' W79°07.33'

CHARLOTTE

35 B S4 FUEL 100LL, JET A, A+ TPA-1035(1000) NOTAM FILE AND

L-24I, 35A

RWY 04-22: H4401X75 (ASPH) S-12.5, D-20 MIRL

IAP

RWY 04: PAPI(P2L)—GA 4.0° TCH 39'. Tree. Rgt tfc.

RWY 22: PAPI(P2L)—GA 4.0° TCH 36'. Tree.

**AIRPORT REMARKS:** Attended 1400-2300Z†. Fuel avbl 24 hrs, credit

card self svc. MIRL Rwy 04-22, PAPI Rwy 04 and Rwy 22 opr

dusk-0500Z†, after 0500Z† ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.525 (843) 397-8046.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ MYRTLE BEACH APP/DEP CON 127.4 (1100-0400Z†)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

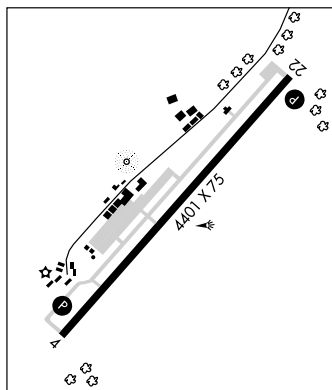
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CRE.

GRAND STRAND (L) VORTAC 117.6 CRE Chan 123 N33°48.83'

W78°43.47' 276° 19.9 NM to fld. 20/03W.

HORRY NDB (MHW) 370 HYW N33°49.40' W79°07.69' at fld.

NOTAM FILE AND. NDB unmonitored.



**CORONACA** N34°15.22' W82°05.17' NOTAM FILE GRD.

ATLANTA

NDB (MHW) 239 GIW 269° 3.6 NM to Greenwood Co.

L-24I

## DARLINGTON

**BRANHAM** (6J7) 3 SW UTC-5(-4DT) N34°16.93' W79°55.72'

CHARLOTTE

165 B S2 NOTAM FILE AND

RWY 16-34: 3200X100 (TURF) LIRL

RWY 16: VASI(V2L). Trees. Rgt tfc.

RWY 34: VASI(V2L)—GA 4.0° TCH 45'. Road.



**AIRPORT REMARKS:** Unattended. On call 803-467-6941. Rwy 16-34 slightly bumpy in some areas. Arpt rotating bcn

OTS indef. ACTIVATE LIRL Rwy 16-34, VASI Rwy 34—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>4599</b> |
| <b>311°</b> | TDZE     | <b>190</b>  |
|             | Apt Elev | <b>194</b>  |

COLUMBIA/JIM HAMILTON L.B. OWENS (CUB)


 NA
 Use Columbia altimeter setting.  
 ASR

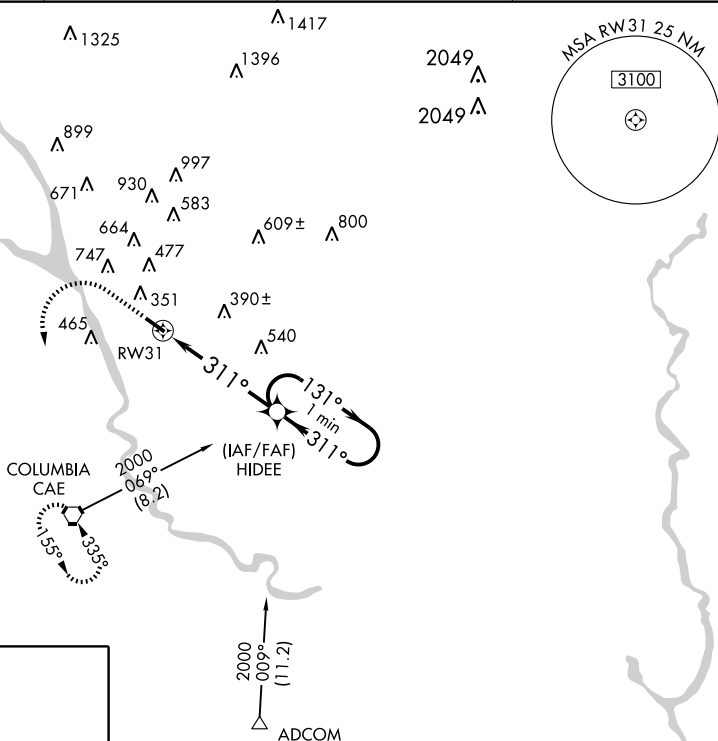
**MISSED APPROACH:** Climb to 1200 then climbing left turn to 2000 direct CAE VORTAC and hold.

ASOS  
119.675

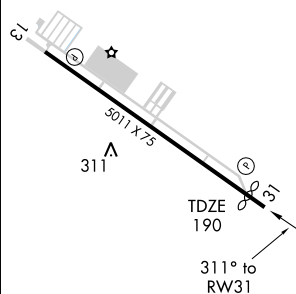
COLUMBIA APP CON  
**133.4**

CLNC DEL  
**124.4**

UNICOM  
122.8 (CTAF) **L**






|          |   |
|----------|---|
| ELEV 194 | D |
|----------|---|



REIL Rwy 13 and 31 **L**  
MIRL Rwy 13-31 **L**

COLUMBIA, SOUTH CAROLINA

Orig 10098

|   |   |   |
|---|---|---|
| 1200  | 2000  | CAE   |
|  |  |  |

## One Minute Holding Pattern

| CATEGORY | A     | B           | C                      | D                      |
|----------|-------|-------------|------------------------|------------------------|
| S-31     | 680-1 | 490 (500-1) | 680-1¼<br>490 (500-1¼) | 680-1½<br>490 (500-1½) |
| CIRCLING | NA    |             |                        |                        |

COLUMBIA/JIM HAMILTON L.B. OWENS (CUB)

33° 58'N-81° 00'W

GPS RWY 31

**SE-2, 23 SEP 2010 to 21 OCT 2010**

SE-2. 23 SEP 2010 to 21 OCT 2010

LOC/DME I-CUB  
**110.9**  
Chan **46**

APP CRS  
**311°**

Rwy Idg **4599**  
TDZE **190**  
Apt Elev **194**

LOC RWY 31

COLUMBIA/JIM HAMILTON L.B. OWENS (CUB)

When local altimeter setting not received, use Columbia Metropolitan altimeter setting. Visibility reduction by helicopters NA.  
RADAR REQUIRED.

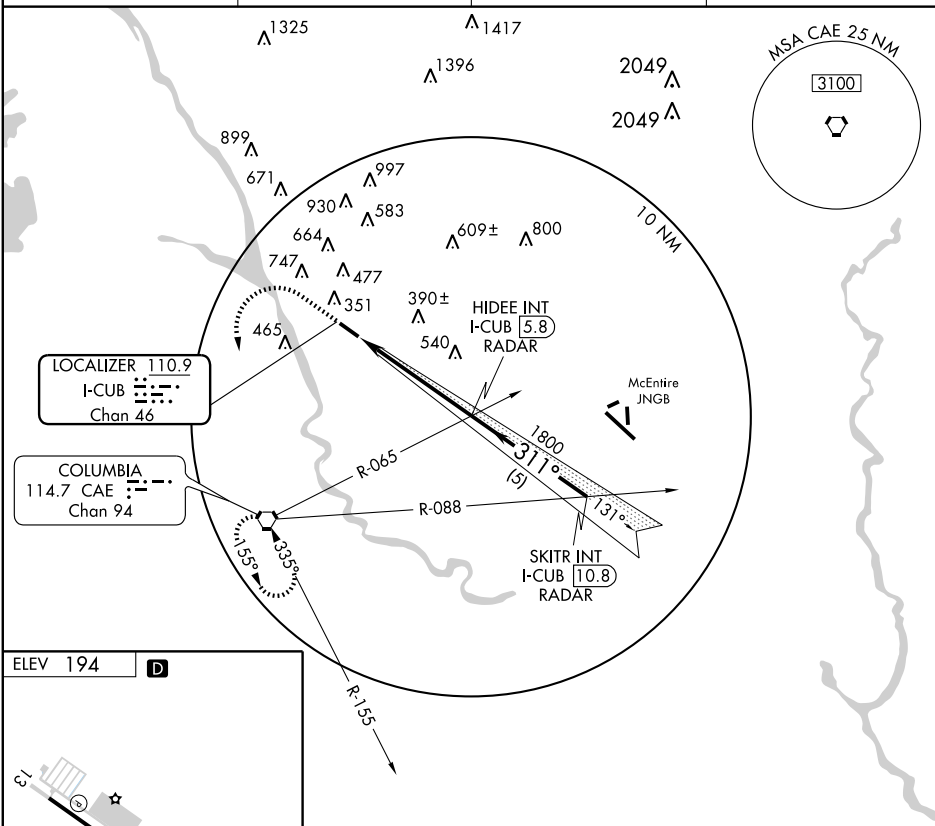
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct CAE VORTAC and hold.

ASOS  
**119.675**

COLUMBIA APP CON  
**133.4**

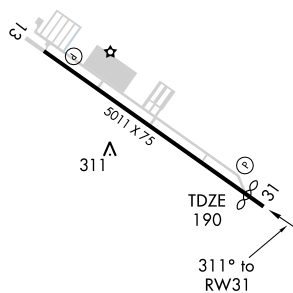
CLNC DEL  
**124.4**

UNICOM  
**122.8 (CTAF)**

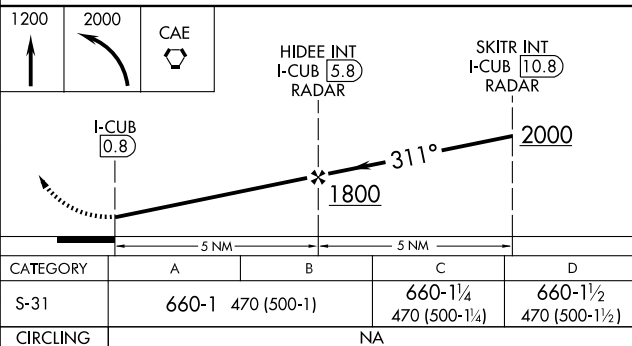


ELEV **194**

D



REIL Rwy 13 and 31  
MIRL Rwy 13-31



| FAF to MAP 5 NM |      |      |      |      |      |
|-----------------|------|------|------|------|------|
| Knots           | 60   | 90   | 120  | 150  | 180  |
| Min:Sec         | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

COLUMBIA, SOUTH CAROLINA

Amdt 1A 29JUL10

COLUMBIA/JIM HAMILTON L.B. OWENS (CUB)

33° 58'N-81° 00'W

LOC RWY 31

**JIM HAMILTON L.B. OWENS** (CUB) 2 S UTC-5(-4DT) N33°58.23' W80°59.72'

CHARLOTTE

194 B S4 FUEL 100LL, JET A TPA-1001(807) NOTAM FILE CUB

H-9B, 12G, L-24I

RWY 13-31: H5011X75 (ASPH) S-20, D-40 MIRL

IAP

RWY 13: REIL. PAPI(P2L)—GA 4.0° TCH 70'. Tree. Rgt tfc.

RWY 31: REIL. PAPI(P2R)—GA 3.0° TCH 45'. Thld dspcd 391'. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 13: TORA-4999 TODA-4999 ASDA-4999 LDA-4999

RWY 31: TORA-4999 TODA-4999 ASDA-4999 LDA-4599

**AIRPORT REMARKS:** Attended 1100-0300Z†. For svc after hrs call

803-771-7915. Railroad switching yard parallel to Rwy 13-31.

Rwy 13 is designated calm wind rwy. Avoid noise sensitive area N of arpt blo 1500'. No Northbound departure turns either rwy blo 1500'. ACTIVATE MIRL Rwy 13-31 and REIL Rwy 13 and 31—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.675 (803) 929-0665

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ COLUMBIA APP/DEP CON 133.4 CLNC DEL 124.4

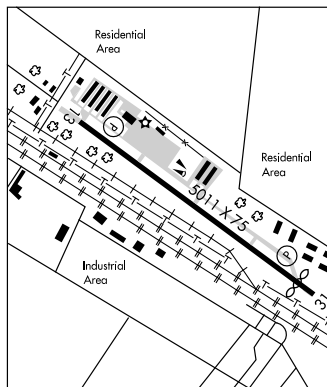
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CAE.

COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44'

W81°03.24' 025° 7.4 NM to fld. 400/02W.

ILS/DME 110.9 I-CUB Chan 46 Rwy 31. LOC only.

ASR



**CONWAY-HORRY CO** (HYW) 3 W UTC-5(-4DT) N33°49.71' W79°07.33'

CHARLOTTE

35 B S4 FUEL 100LL, JET A, A+ TPA-1035(1000) NOTAM FILE AND

L-24I, 35A

RWY 04-22: H4401X75 (ASPH) S-12.5, D-20 MIRL

IAP

RWY 04: PAPI(P2L)—GA 4.0° TCH 39'. Tree. Rgt tfc.

RWY 22: PAPI(P2L)—GA 4.0° TCH 36'. Tree.

**AIRPORT REMARKS:** Attended 1400-2300Z†. Fuel avbl 24 hrs, credit card self svc. MIRL Rwy 04-22, PAPI Rwy 04 and Rwy 22 opr dusk-0500Z†, after 0500Z† ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.525 (843) 397-8046.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ MYRTLE BEACH APP/DEP CON 127.4 (1100-0400Z†)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

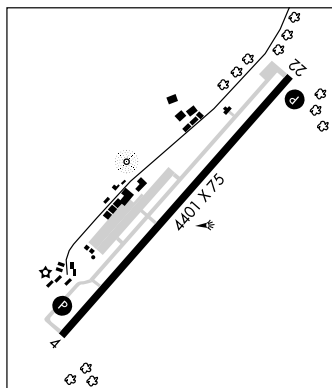
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CRE.

GRAND STRAND (L) VORTAC 117.6 CRE Chan 123 N33°48.83'

W78°43.47' 276° 19.9 NM to fld. 20/03W.

HORRY NDB (MHW) 370 HYW N33°49.40' W79°07.69' at fld.

NOTAM FILE AND. NDB unmonitored.



**CORONACA** N34°15.22' W82°05.17' NOTAM FILE GRD.

ATLANTA

NDB (MHW) 239 GIW 269° 3.6 NM to Greenwood Co.

L-24I

## DARLINGTON

**BRANHAM** (6J7) 3 SW UTC-5(-4DT) N34°16.93' W79°55.72'

CHARLOTTE

165 B S2 NOTAM FILE AND

RWY 16-34: 3200X100 (TURF) LIRL

RWY 16: VASI(V2L). Trees. Rgt tfc.

RWY 34: VASI(V2L)—GA 4.0° TCH 45'. Road.

**AIRPORT REMARKS:** Unattended. On call 803-467-6941. Rwy 16-34 slightly bumpy in some areas. Arpt rotating bcn

OTS indef. ACTIVATE LIRL Rwy 16-34, VASI Rwy 34—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

|                       |                        |                             |                                       |
|-----------------------|------------------------|-----------------------------|---------------------------------------|
| NDB HYW<br><b>370</b> | APP CRS<br><b>028°</b> | Rwy Idg<br>TDZE<br>App Elev | <b>4401</b><br><b>33</b><br><b>34</b> |
|-----------------------|------------------------|-----------------------------|---------------------------------------|

**NDB RWY 4**

CONWAY-HORRY COUNTY (HYW)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Myrtle Beach Intl altimeter setting.

▲ NA

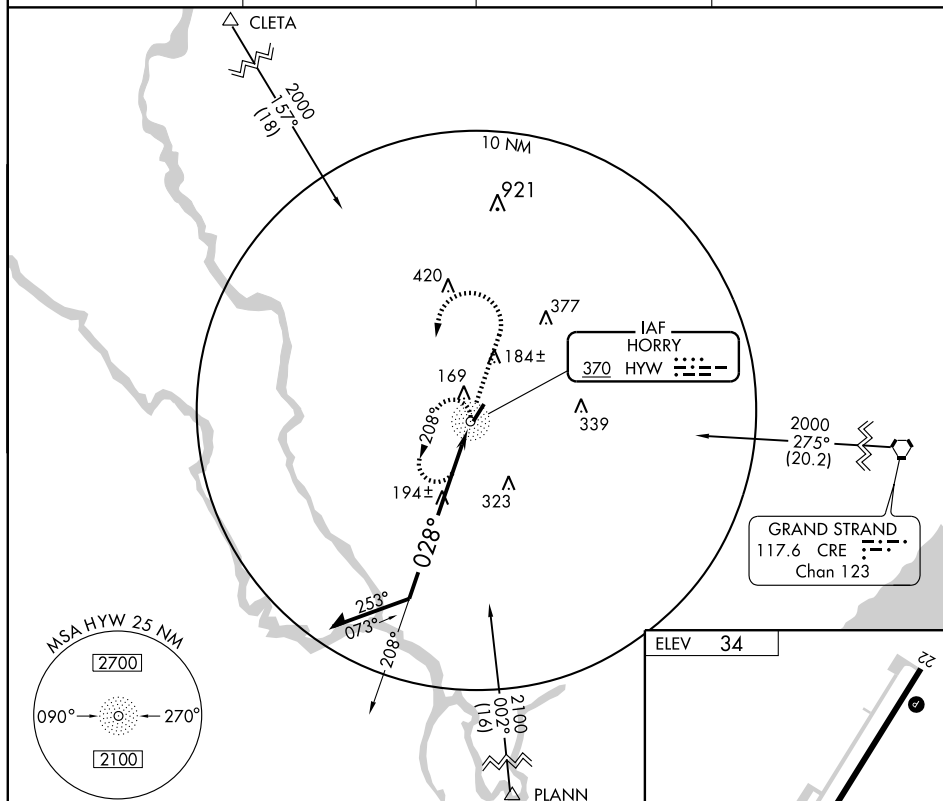
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct HYW NDB and hold.

AWOS-3  
**119.525**

MYRTLE BEACH AWOS-3  
**124.5**

MYRTLE BEACH APP CON★  
**127.4 257.95**

UNICOM  
**122.7 (CTAF) 0**



Remain  
within 10 NM

NDB

2000

208°

028°

1200

2000

HYW  
370

ELEV 34

TDZE  
33028° to  
NDB

| CATEGORY | A     | B           | C                      | D                      |
|----------|-------|-------------|------------------------|------------------------|
| S-4      | 580-1 | 547 (600-1) | 580-1½<br>547 (600-1½) | 580-1¾<br>547 (600-1¾) |
| CIRCLING | 580-1 | 546 (600-1) | 580-1½<br>546 (600-1½) | 600-2<br>566 (600-2)   |

MIRL Rwy 4-22 0

|                   |             |          |             |
|-------------------|-------------|----------|-------------|
| NDB HYW           | APP CRS     | Rwy Idg  | <b>4401</b> |
| <b><u>370</u></b> | <b>224°</b> | TDZE     | <b>34</b>   |
|                   |             | Apt Elev | <b>34</b>   |

NDB RWY 22  
CONWAY- HORRY COUNTY(HYW)

**T** Visibility reduction by helicopters NA. When local  
**A** altimeter setting not received, use Myrtle Beach Intl  
altimeter setting.

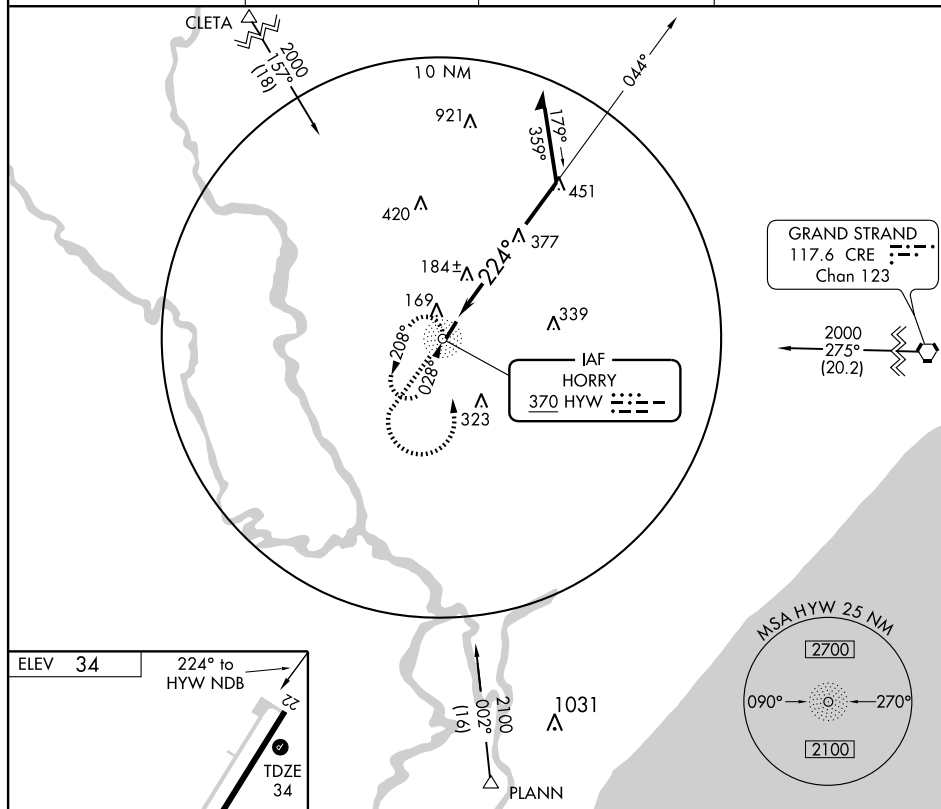
**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2000 direct HYW NDB and hold.

AWOS-3  
119.525

MYRTLE BEACH AWOS-3  
124.5

MYRTLE BEACH APP CON★  
127.4 257.95

UNICOM  
122.7 (CTAF) **L**



|      |    |
|------|----|
| ELEV | 34 |
|------|----|

224° to  
HYW NDB

DZE

1031

## PLANNING

1500

2000

HYW

NDE

Remain  
within 10 NM

0410

CATEGORY

A

---

C

D

S-22

900-1

900-1½

900-21

900-2<sup>3</sup>/<sub>4</sub>

---

866 (900-1  
000 1

866 (900-1)  
000 11

866 (900-2)

$$\frac{866(900-2\frac{3}{4})}{000.034}$$

CONWAY, SOUTH CAROLINA

Orig-A 06MAY10

CONWAY- HORRY COUNTY(HYW)

NDB RWY 22

33°50'N - 79°07'W

SE-2. 23 SEP 2010 to 21 OCT 2010

**SE-2, 23 SEP 2010 to 21 OCT 2010**

APP CRS  
**040°**

Rwy ldg **4401**  
TDZE **33**  
Apt Elev **34**

# RNAV (GPS) RWY 4

CONWAY-HORRY COUNTY (HYW)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Myrtle Beach Intl altimeter setting. DME/DME RNP-0.3 NA

▲ NA

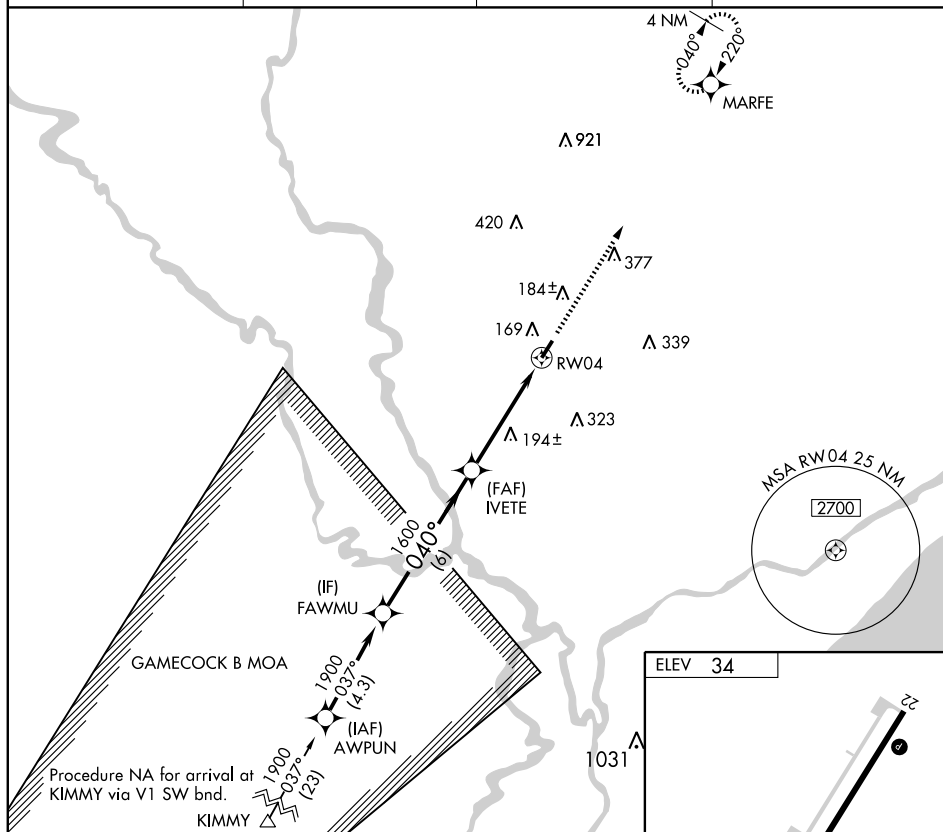
MISSED APPROACH: Climb to 1900  
direct MARFE and hold.

AWOS-3  
**119.525**

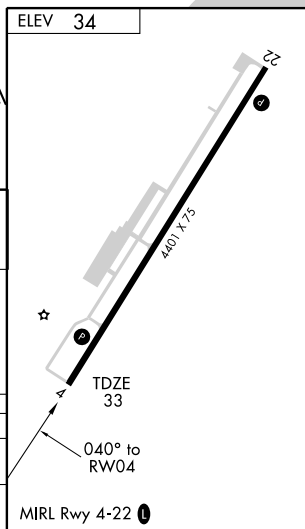
MYRTLE BEACH AWOS-3  
**124.5**

MYRTLE BEACH APP CON★  
**127.4 257.95**

UNICOM  
**122.7 (CTAF) 0**



| FAWMU                                   |       |             |                        |                        |
|---|-------|-------------|------------------------|------------------------|
| 1900                                    |       |             |                        |                        |
| Procedure Turn NA                       |       |             |                        |                        |
| 040°                                    |       |             |                        |                        |
| IVETE                                   |       |             |                        |                        |
| 1600                                    |       |             |                        |                        |
| VGSI and descent angles not coincident. |       |             |                        |                        |
| 3.04° TCH 39                            |       |             |                        |                        |
| RW04                                    |       |             |                        |                        |
| 6 NM                                    |       |             |                        |                        |
| 4.7 NM                                  |       |             |                        |                        |
| CATEGORY                                | A     | B           | C                      | D                      |
| RNAV MDA                                | 480-1 | 447 (500-1) | 480-1¼<br>447 (500-1¼) | 480-1½<br>447 (500-1½) |
| CIRCLING                                | 520-1 | 486 (500-1) | 520-1½<br>486 (500-1½) | 600-2<br>566 (600-2)   |





|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>4401</b> |
| <b>220°</b> | TDZE     | <b>34</b>   |
|             | Apt Elev | <b>34</b>   |

# RNAV (GPS) RWY 22

## CONWAY-HORRY COUNTY (HYW)

**V** Use Myrtle Beach Intl altimeter setting.  
**Δ** NA DME/DME RNP-0.3 NA

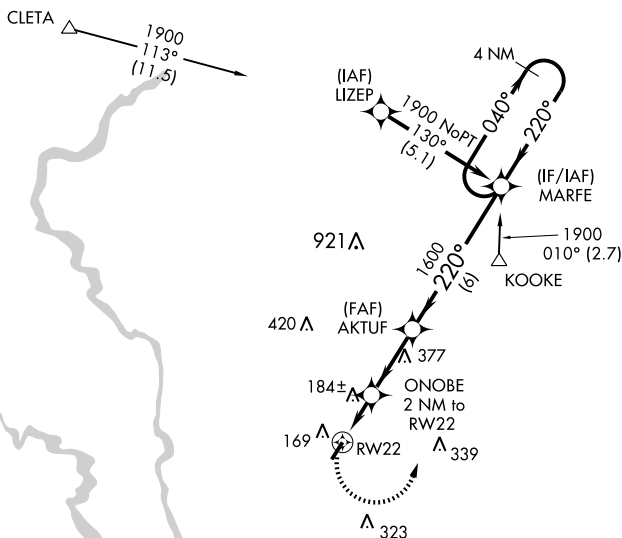
MISSED APPROACH: Climbing left turn to 1900  
 direct MARFE and hold.

AWOS-3  
**119.525**

MYRTLE BEACH AWOS-3  
**124.5**

MYRTLE BEACH APP CON★  
**127.4 257.95**

UNICOM  
**122.7 (CTAF) 0**



ELEV 34

220° to RW22

TDZE 34



ONOBE  
 2 NM to RW22

AKTUF

MARFE

4 NM  
 Holding Pattern



700

3.04°

TCH 36

1600

VGSI and descent  
 angles not coincident.

| CATEGORY | A     | B           | C                      | D                      |
|----------|-------|-------------|------------------------|------------------------|
| LNAB MDA | 480-1 | 446 (500-1) | 480-1¼<br>446 (500-1¼) | 480-1½<br>446 (500-1½) |
| CIRCLING | 520-1 | 486 (500-1) | 520-1½<br>486 (500-1½) | 600-2<br>566 (600-2)   |

MIRL Rwy 4-22 0

**DARLINGTON CO JETPORT** (UDG) 9 N UTC-5(-4DT) N34°26.96' W79°53.40'

CHARLOTTE

192 B FUEL 100LL, JET A NOTAM FILE UDG

H-9C, 126, L-24J, 25E, 36E

RWY 05-23: H5500X100 (ASPH) S-25 MIRL

IAP

RWY 05: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 52'.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 55'. Tree.

RWY 10-28: H4947X150 (ASPH) S-25

RWY 10: Tree. RWY 28: Tree.

RWY 16-34: H4751X150 (ASPH) S-25

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z†. After hrs svc call 843-393-9928. Rwy 10-28 markings are not visible through grass growing through cracks in pavement. Rwy 34 grass has rwy markings obscured. Rwy 16-34 has severe cracking with grass growing through cracks entire rwy. Twy lgts opr and MIRL Rwy 05-23 are preset low ints dusk-0400Z†, to increase ints—CTAF. After 0400Z† ACTIVATE MIRL Rwy 05-23, REIL Rwy 05 and Rwy 23 and twy lgts—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.925 (843) 393-8220.**COMMUNICATIONS:** CTAF/UNICOM 123.0

FLORENCE APP/DEP CON 118.6 (1130-0300Z†) CLNC DEL 118.55

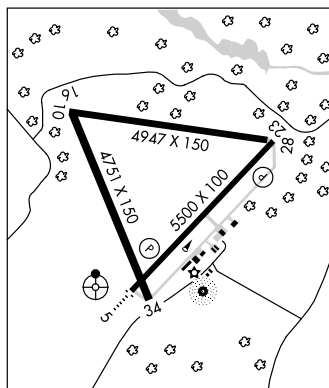
JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FLO.

FLORENCE (H) VORTAC 115.2 FLO Chan 99 N34°13.98'

W79°39.43' 321° 17.4 NM to fld. 110/03W. HIWAS.

NDB (MHW) 245 UDG N34°26.60' W79°53.24' at fld. NOTAM FILE AND. NDB unmonitored.

**DILLON CO** (DLC) 3 N UTC-5(-4DT) N34°26.94' W79°22.12'

CHARLOTTE

133 B NOTAM FILE AND

L-24J, 35A, 36E

RWY 07-25: H3000X60 (ASPH-AFSC) S-10 MIRL 0.5% up W

IAP

RWY 07: Pole. RWY 25: Tree.

**AIRPORT REMARKS:** Unattended. Rwy 07-25 has cracks, spalling and grass growing thru cracks.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

FLORENCE APP/DEP CON 118.6 (1130-0300Z†)

JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)

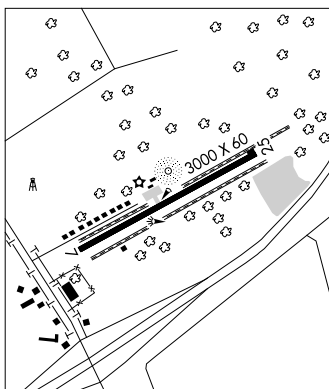
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FLO.

FLORENCE (H) VORTAC 115.2 FLO Chan 99 N34°13.98'

W79°39.43' 051° 19.3 NM to fld. 110/03W. HIWAS.

NDB (MHW) 274 DLC N34°27.01' W79°22.13' at fld.

NOTAM FILE AND.

**DONALDSON CENTER** (See GREENVILLE)**DORCHESTER** N33°03.68' W80°16.64' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 365 DYB at Summerville.

L-24I

**DYANA** N34°41.46' W82°26.62' NOTAM FILE ANB.

ATLANTA

NDB (MHW/LOM) 338 GY 044° 5.2 NM to Donaldson Center. Unmonitored 0200-1200Z†.

L-24J, 25C

**EDGEFIELD CO** (See TRENTON)**EDISTO** N33°27.34' W80°51.51' NOTAM FILE OGB.

CHARLOTTE

(T) VORW/DME 111.4 EDS Chan 51 at Orangeburg Muni. 189/05W.

L-24I

VOR/DME unusable blo 3000'.

**ELECTRIC CITY** N34°25.15' W82°47.08' NOTAM FILE AND.

ATLANTA

(L) VORTACW 108.6 ELW Chan 23 040° 5.9 NM to Anderson Rgnl. 736/00E.

L-25C

|                       |                        |                             |   |
|-----------------------|------------------------|-----------------------------|---|
| NDB UDG<br><b>245</b> | APP CRS<br><b>222°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5500</b><br><b>185</b><br><b>192</b> |
|-----------------------|------------------------|-----------------------------|---|

**NDB RWY 23**

DARLINGTON COUNTY JETPORT (UDG)

**V** If local altimeter setting not received, use Florence altimeter setting and increase all MDAs 60 feet.  
**Δ** NA Visibility reduction by helicopters NA.

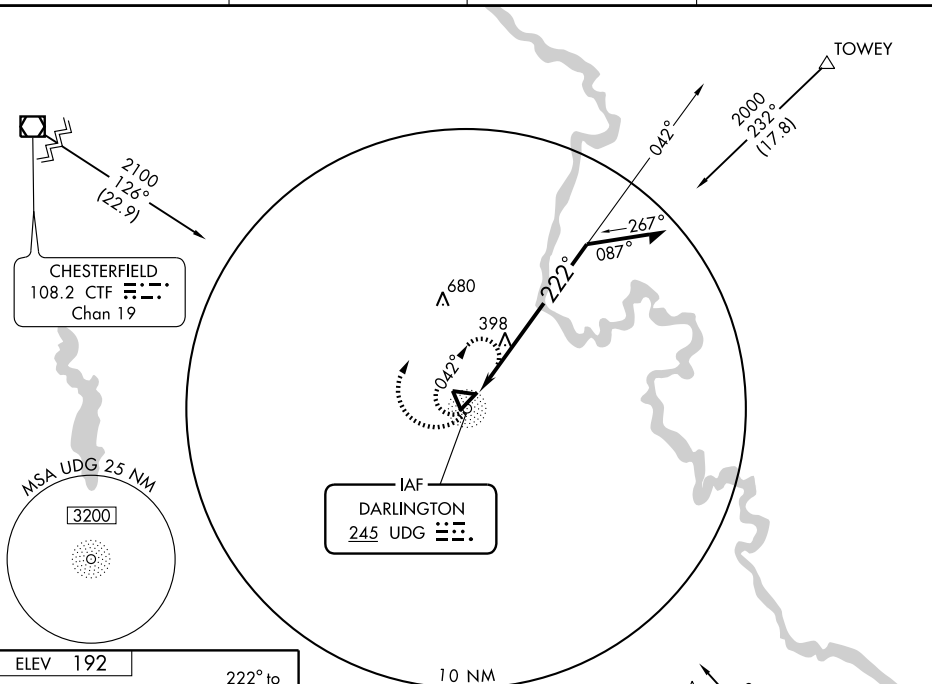
MISSED APPROACH: Climbing right turn to 2000 in UDG NDB holding pattern.

AWOS-3  
**119.925**

FLORENCE APP CON ★  
**118.6 341.7**

CLNC DEL  
**118.55**

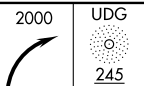
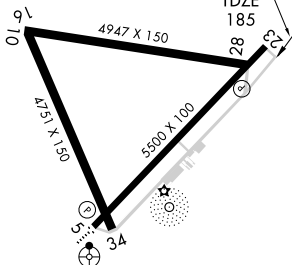
UNICOM  
**123.0** (CTAF) **0**



ELEV 192

222° to  
UDG NDB

TDZE  
185



LIRL Rwy 16-34 **0**  
 MIRL Rwy 5-23 **0**  
 REIL Rwy 5 and 23 **0**

| CATEGORY | A     | B           | C   | D                    |
|----------|-------|-------------|---|----------------------|
| S-23     | 800-1 | 615 (700-1) | 800-1 <sup>3</sup> / <sub>4</sub><br>615 (700-1 <sup>3</sup> / <sub>4</sub> ) | 800-2<br>615 (700-2) |
| CIRCLING | 800-1 | 608 (700-1) | 800-1 <sup>3</sup> / <sub>4</sub><br>608 (700-1 <sup>3</sup> / <sub>4</sub> ) | 800-2<br>608 (700-2) |

DARLINGTON, SOUTH CAROLINA

Amdt 1 08325

34°27'N - 79°53'W

DARLINGTON COUNTY JETPORT (UDG)

**NDB RWY 23**

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>42704</b><br><b>W05A</b> | APP CRS<br><b>050°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5500</b><br><b>189</b><br><b>192</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 5

## DARLINGTON COUNTY JETPORT (UDG)

**▼** If local altimeter setting not received, use Florence altimeter setting and increase LPV DA to 541 feet; LNAV/VNAV DA to 610 feet; increase all MDAs 60 feet. Baro-VNAV NA when using Florence altimeter setting. DME/DME RNP-0.3 NA. Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA

ODALS



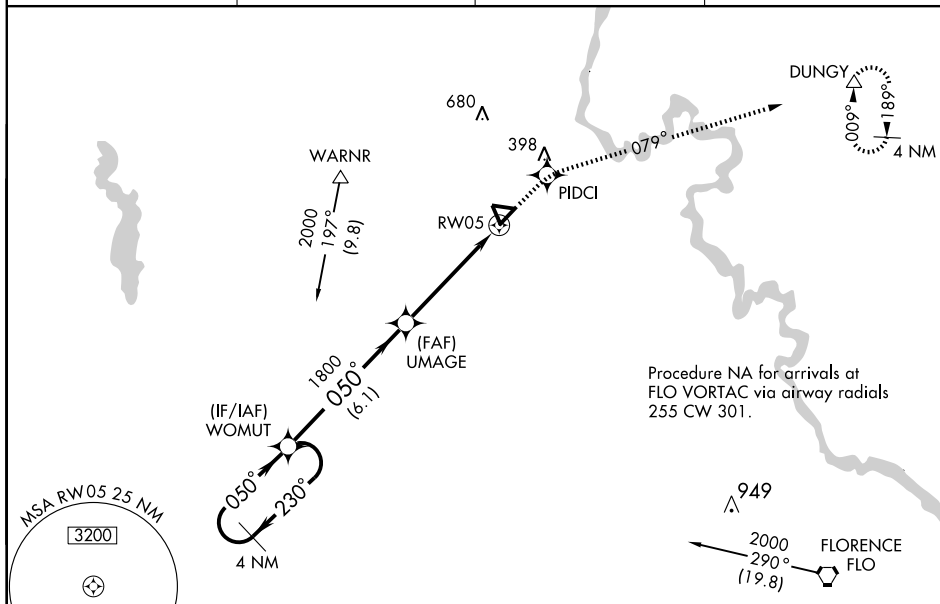
**MISSED APPROACH:**  
Climb to 2000 direct PIDCI and via 079° track to DUNGY and hold.

AWOS-3  
**119.925**

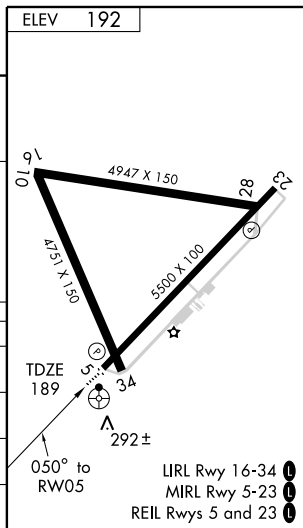
FLORENCE APP CON ★  
**118.6 341.7**

CLNC DEL  
**118.55**

UNICOM  
**123.0 (CTAF) 0**



|  |                       |                   |                           |                   |
|--|-----------------------|-------------------|---------------------------|-------------------|
| <p>4 NM Holding Pattern<br/>2000 ← 230° → 050° → WOMUT</p> <p>GS 3.00° TCH 52</p> <p>6.1 NM 4.8 NM</p> |                       |                   |                           |                   |
| CATEGORY   | A                     | B                 | C                         | D                 |
| LPV DA   | 493-1 304 (400-1)     |                   |                           |                   |
| LNAV/VNAV DA   | 562-1 373 (400-1 1/4) |                   |                           |                   |
| LNAV MDA   | 560-1 371 (400-1)     |                   | 560-1 371 (400-1 1/4)     |                   |
| CIRCLING   | 620-1 428 (500-1)     | 660-1 468 (500-1) | 660-1 1/2 468 (500-1 1/2) | 760-2 568 (600-2) |



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86904</b><br><b>W23A</b> | APP CRS<br><b>230°</b> | Rwy Idg<br>TDZE <b>185</b><br>Apt Elev <b>192</b> |
|--|------------------------|---|

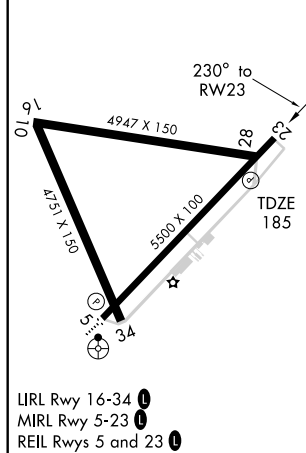
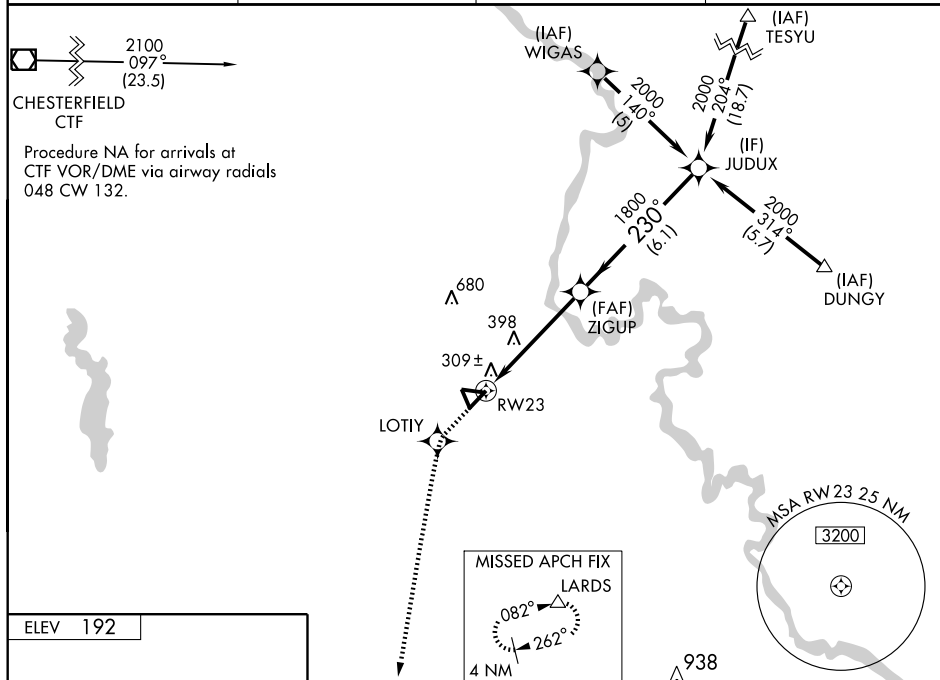
# RNAV (GPS) RWY 23

## DARLINGTON COUNTY JETPORT (UDG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). If local altimeter setting not received, use Florence altimeter setting and increase LPV DA to 527 feet; LNAV/VNAV DA to 627 feet; increase all MDAs 60 feet.  
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Florence altimeter setting.

**MISSED APPROACH:** Climb to 2000 direct LOTIY and via 195° track to LARDS and hold.

|                          |  |                           |                                 |
|--------------------------|--|---------------------------|---------------------------------|
| AWOS-3<br><b>119.925</b> | FLORENCE APP CON ★<br><b>118.6 341.7</b> | CLNC DEL<br><b>118.55</b> | UNICOM<br><b>123.0 (CTAF)</b> ① |
|--------------------------|--|---------------------------|---------------------------------|



|              |                     |             |                        |                        |
|--------------|---------------------|-------------|------------------------|------------------------|
| 2000         | LOTIY               | LARDS       | JUDUX                  | 2000                   |
| ↑            | ★                   | 195° TRK    | △                      |                        |
|              |                     |             |                        | Procedure Turn NA      |
|              |                     |             |                        | GS 3.00° TCH 40        |
|              |                     |             |                        |                        |
| CATEGORY     | A                   | B           | C                      | D                      |
| LPV DA       | 479-1 294 (300-1)   |             |                        |                        |
| LNAV/VNAV DA | 579-1½ 394 (400-1½) |             |                        |                        |
| LNAV MDA     | 700-1               | 515 (600-1) | 700-1½<br>515 (600-1½) | 700-1¾<br>515 (600-1¾) |
| CIRCLING     | 700-1               | 508 (600-1) | 700-1½<br>508 (600-1½) | 760-2<br>568 (600-2)   |

|  |                        |  |                          |
|--|------------------------|--|--------------------------|
| VORTAC FLO<br><b>115.2</b><br>Chan <b>99</b> | APP CRS<br><b>320°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>192</b> | N/A<br>N/A<br><b>192</b> |
|--|------------------------|--|--------------------------|

# VOR/DME-A

## DARLINGTON COUNTY JETPORT (UDG)

**V** If local altimeter setting not received, use Florence altimeter setting and increase all MDAs 60 feet.

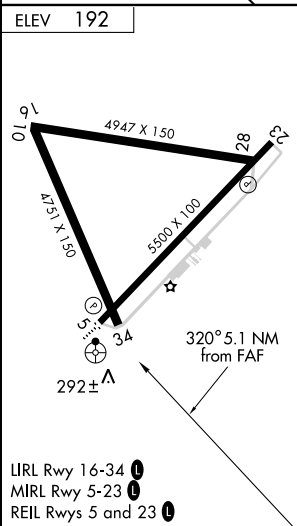
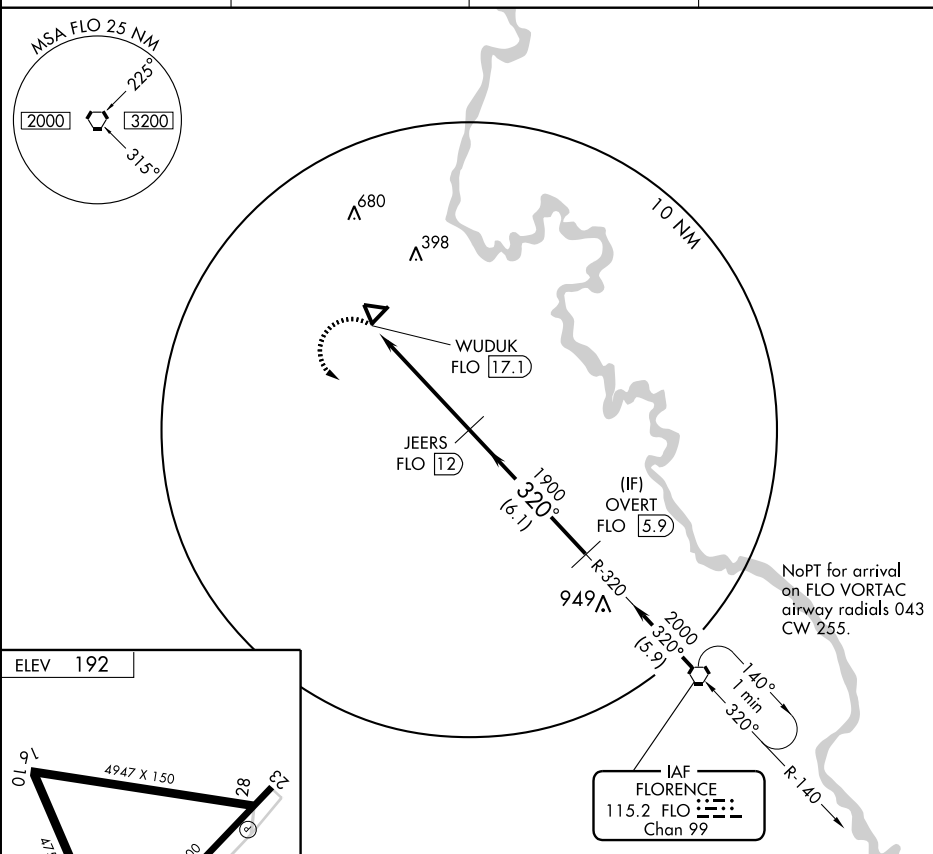
MISSED APPROACH: Climbing left turn to 2000 direct to FLO VORTAC and hold.






AWOS-3  
**119.925**

FLORENCE APP CON ★  
**118.6 341.7**

CLNC DEL  
**118.55**

UNICOM  
**123.0** (CTAF) **1**



|   |                      |   |   |   |
|---|----------------------|---|---|---|
| 2000<br> |                      | FLO<br><br>115.2 | OVERT<br>FLO <u>5.9</u><br>Procedure<br>Turn<br>NA  |   |
|          |                      | WUDUK<br>FLO <u>17.1</u>  | JEERS<br>FLO <u>12</u><br><br>1900 | 2000<br> |
|   |                      | 5.1 NM  | 6.1 NM  |   |
| CATEGORY  | A                    | B   | C   | D   |
| CIRCLING  | 620-1<br>428 (500-1) | 660-1<br>468 (500-1)  | 660-1½<br>468 (500-1½)  | 760-2<br>568 (600-2)  |

**DARLINGTON CO JETPORT** (UDG) 9 N UTC-5(-4DT) N34°26.96' W79°53.40'

CHARLOTTE

192 B FUEL 100LL, JET A NOTAM FILE UDG

H-9C, 126, L-24J, 25E, 36E

RWY 05-23: H5500X100 (ASPH) S-25 MIRL

IAP

RWY 05: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 52'.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 55'. Tree.

RWY 10-28: H4947X150 (ASPH) S-25

RWY 10: Tree. RWY 28: Tree.

RWY 16-34: H4751X150 (ASPH) S-25

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z†. After hrs svc call 843-393-9928. Rwy 10-28 markings are not visible through grass growing through cracks in pavement. Rwy 34 grass has rwy markings obscured. Rwy 16-34 has severe cracking with grass growing through cracks entire rwy. Twy lgts opr and MIRL Rwy 05-23 are preset low ints dusk-0400Z†, to increase ints—CTAF. After 0400Z† ACTIVATE MIRL Rwy 05-23, REIL Rwy 05 and Rwy 23 and twy lgts—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.925 (843) 393-8220.**COMMUNICATIONS:** CTAF/UNICOM 123.0

FLORENCE APP/DEP CON 118.6 (1130-0300Z†) CLNC DEL 118.55

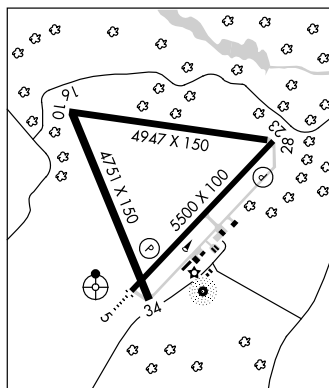
JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FLO.

FLORENCE (H) VORTAC 115.2 FLO Chan 99 N34°13.98'

W79°39.43' 321° 17.4 NM to fld. 110/03W. HIWAS.

NDB (MHW) 245 UDG N34°26.60' W79°53.24' at fld. NOTAM FILE AND. NDB unmonitored.

**DILLON CO** (DLC) 3 N UTC-5(-4DT) N34°26.94' W79°22.12'

CHARLOTTE

133 B NOTAM FILE AND

L-24J, 35A, 36E

RWY 07-25: H3000X60 (ASPH-AFSC) S-10 MIRL 0.5% up W

IAP

RWY 07: Pole. RWY 25: Tree.

**AIRPORT REMARKS:** Unattended. Rwy 07-25 has cracks, spalling and grass growing thru cracks.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

FLORENCE APP/DEP CON 118.6 (1130-0300Z†)

JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)

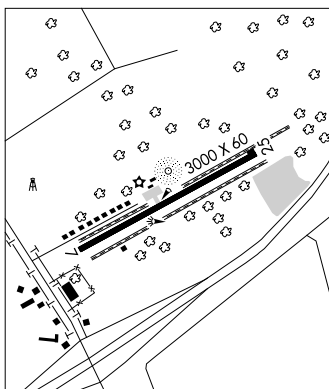
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FLO.

FLORENCE (H) VORTAC 115.2 FLO Chan 99 N34°13.98'

W79°39.43' 051° 19.3 NM to fld. 110/03W. HIWAS.

NDB (MHW) 274 DLC N34°27.01' W79°22.13' at fld.

NOTAM FILE AND.

**DONALDSON CENTER** (See GREENVILLE)**DORCHESTER** N33°03.68' W80°16.64' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 365 DYB at Summerville.

L-24I

**DYANA** N34°41.46' W82°26.62' NOTAM FILE ANB.

ATLANTA

NDB (MHW/LOM) 338 GY 044° 5.2 NM to Donaldson Center. Unmonitored 0200-1200Z†.

L-24J, 25C

**EDGEFIELD CO** (See TRENTON)**EDISTO** N33°27.34' W80°51.51' NOTAM FILE OGB.

CHARLOTTE

(T) VORW/DME 111.4 EDS Chan 51 at Orangeburg Muni. 189/05W.

L-24I

VOR/DME unusable blo 3000'.

**ELECTRIC CITY** N34°25.15' W82°47.08' NOTAM FILE AND.

ATLANTA

(L) VORTACW 108.6 ELW Chan 23 040° 5.9 NM to Anderson Rgnl. 736/00E.

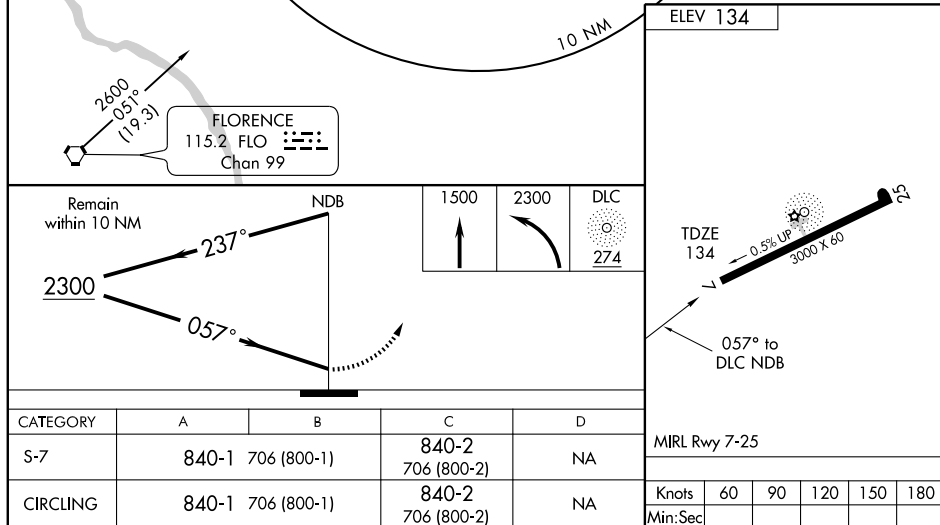
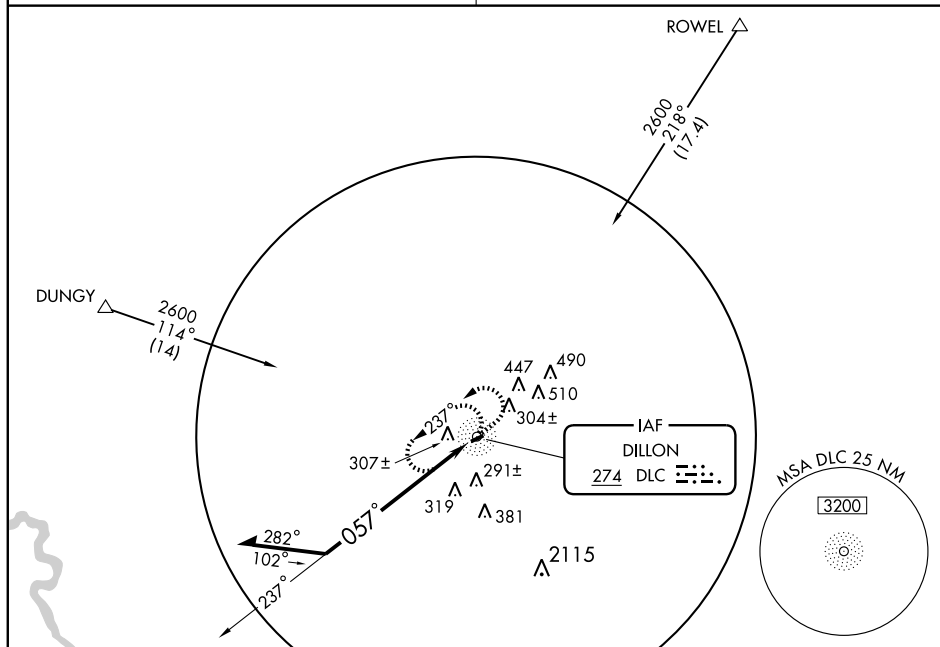
L-25C

|            |     |             |          |            |
|------------|-----|-------------|----------|------------|
| NDB        | DLC | APP CRS     | Rwy Idg  | 3000       |
| <u>274</u> |     | <u>057°</u> | TDZE     | <u>134</u> |
|            |     |             | Apt Elev | <u>134</u> |

# NDB RWY 7

## DILLON COUNTY (DLC)

|  |                                 |   |
|--|---------------------------------|---|
| ▼<br>▲ NA                                | Use Florence altimeter setting. | MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct DLC NDB and hold. |
| FLORENCE APP CON ★<br><b>118.6 341.7</b> |                                 | UNICOM<br><b>122.8</b> (CTAF)   |





|            |         |          |      |
|------------|---------|----------|------|
| VORTAC FLO | APP CRS | Rwy Idg  | 3000 |
| 115.2      | 051°    | TDZE     | 134  |
| Chan 99    |         | Apt Elev | 134  |

# VOR/DME or GPS RWY 7

DILLON COUNTY (DLC)

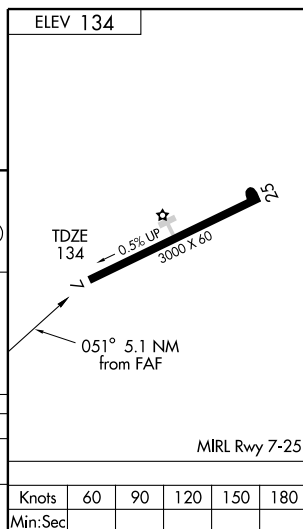
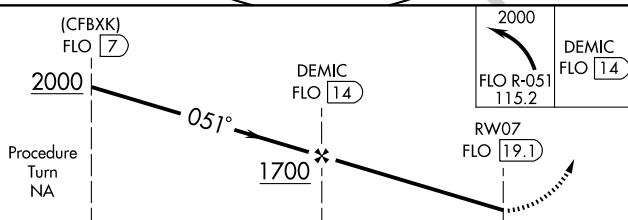
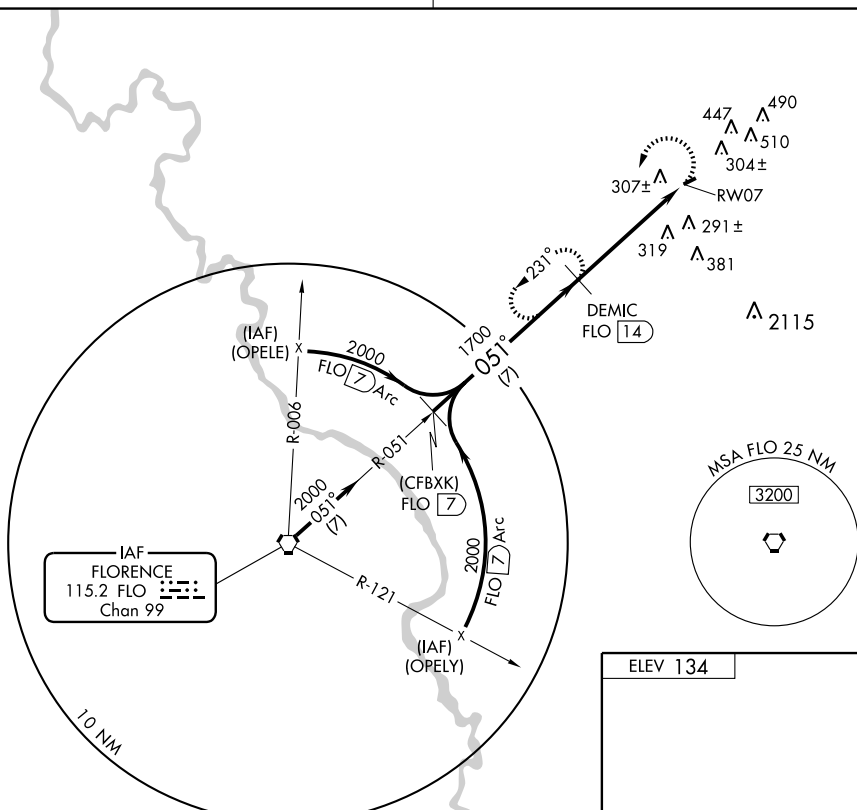


Use Florence altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via FLO R-051 to DEMIC 14 DME and hold.

FLORENCE APP CON ★  
118.6 341.7

UNICOM  
122.8 (CTAF)



| CATEGORY | A                 | B | C                   | D  |
|----------|-------------------|---|---------------------|----|
| S-7      | 660-1 526 (600-1) |   | 660-1½ 526 (600-1½) | NA |
| CIRCLING | 700-1 566 (600-1) |   | 700-1½ 566 (600-1½) | NA |

|         |    |    |     |     |     |
|---------|----|----|-----|-----|-----|
| Knots   | 60 | 90 | 120 | 150 | 180 |
| Min:Sec |    |    |     |     |     |

## AIRPORT DIAGRAM

AFD-951 [USAF]

MC ENTIRE JNGB (KMMT)

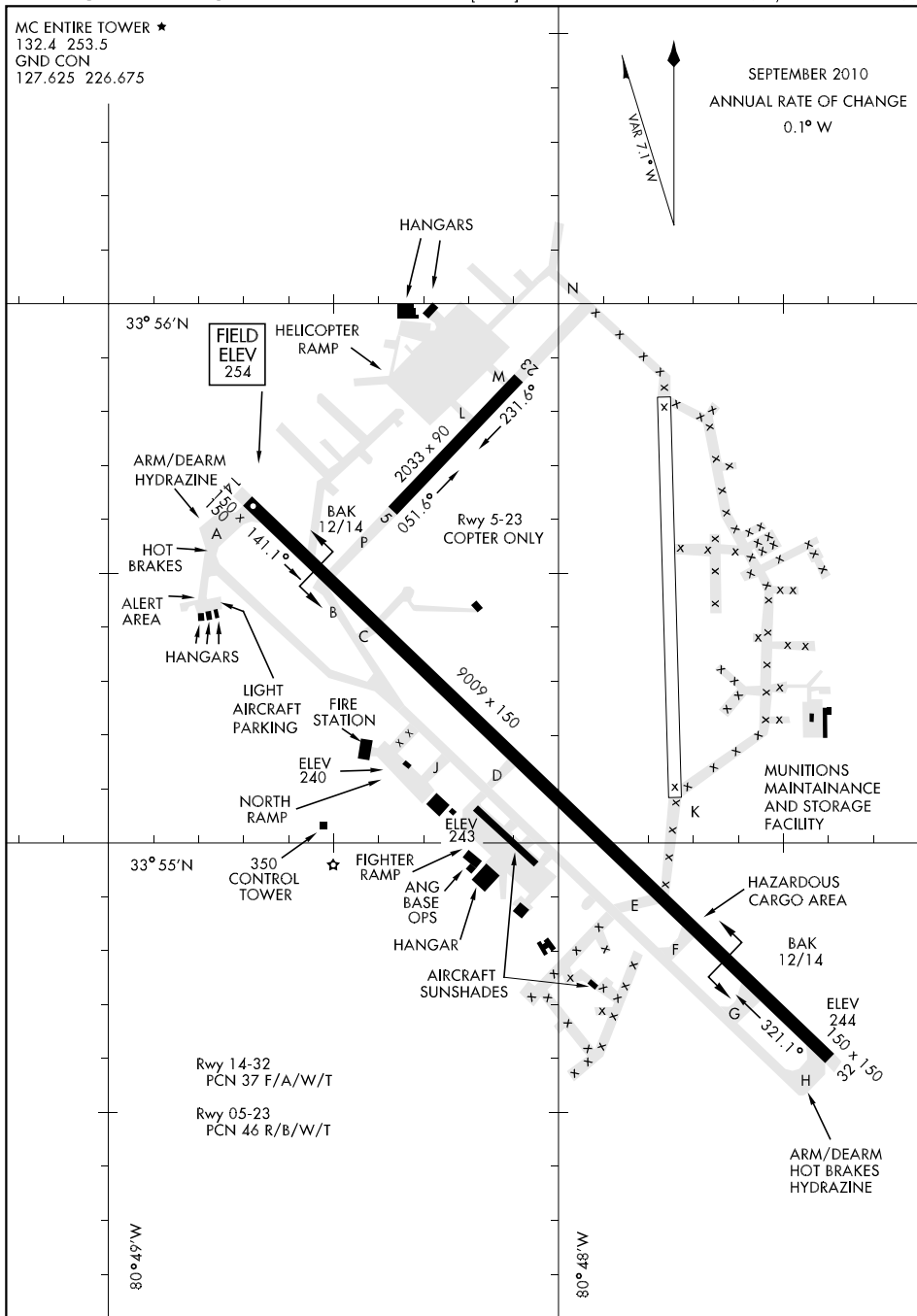
EASTOVER, SOUTH CAROLINA

MC ENTIRE TOWER ★  
132.4 253.5  
GND CON  
127.625 226.675

SEPTEMBER 2010  
ANNUAL RATE OF CHANGE  
0.1° W

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010



## AIRPORT DIAGRAM

EASTOVER, SOUTH CAROLINA

MC ENTIRE JNGB (KMMT)

**MC ENTIRE JNGB** (MMT) AF (ANG ARNG) 10 E UTC-5(-4DT) N33°55.13' W80°48.04' **CHARLOTTE**  
 254 B TPA—See Remarks Class I, ARFF Index A NOTAM FILE AND Not insp. **H-9B, 126, L-241**  
**RWY 14-32:** H9009X150 (PEM) PCN 37 F/A/W/T HIRL **DIAP, AD**  
**RWY 14:** PAPI(P4L). **RWY 32:** ALSF1. PAPI(P4L).  
**RWY 05-23:** H2033X90 (ASPH) PCN 46 R/B/W/T MIRL  
**ARRESTING GEAR/SYSTEM**  
**RWY 14 BAK-14 BAK-12A(B) (1061')** **BAK-14 BAK-12A(B) (1500')** **RWY 32**  
**MILITARY SERVICE:** LGT Rotating bcn and rwy lgt opr Mon-Fri SS-0400Z± except holidays. ACTIVATE MIRL Rwy  
 05-23—CTAF. **A-GEAR** BAK-12A cable raised by BAK-14 device on request to twr. Departure end cable will be  
 raised for all tail hook equipped acft. **JASU 1(A/M32A-86) 9(AM32A-60A)**  
**FUEL** J8 DoD cost accounting code number rqr from other military svc for refueling. **FLUID** SP LPOX LOX  
**OIL** O-133-148-156 SOAP **TRAN ALERT** Svc avbl Mon-Fri 1300-2000Z± except holidays.  
**MILITARY REMARKS:** Opr Mon-Fri 1300-0400Z± except holidays, Sat-Sun 1300-2100Z±. See FLIP AP/1  
 Supplementary Arpt Remark. **RSTD** PPR 48 hr notice rqr, ctc ANG OPS DSN 583-8231, C803-647-8231, fax DSN  
 583-8641, C803-647-8641. Rwy 05-23 is copter only. **CAUTION** Possible crosswind hazard due to rwy  
 environment and affect on wind equipment causing wind to be slightly greater than measured. See AP/1 for  
 weather observation limitations. Remain blo 1000' until dep end of rwy or unless twr clears. BASH Phase 1 April  
 thru October. BASH Phase 2 November thru March. Aircraft sunshades 742' W of Rwy 14-32. **TFC PAT**  
 TPA—Overhead 1500(1246), helicopter/rectangular 1000(746). **MISC** Wx observation visibility is limited from 5/8  
 mile south to 1/10 mile west northwest. Rwy 05-23 is helicopter only. First 2000' Rwy 32 is concrete, remaining  
 7009' is asphalt. Tran parking extremely ltd. Fleet svc not avbl without prior coordination. Limited fire protection  
 avbl from 2000-1130Z±. Twy widths are as follows: Twy J, B, C, D, E are 50', Twy A is 98', Twy F is 95', Twy G  
 is 147', Twy H is 75', Twy M and Twy L are 40' wide. Heavy acft will park at north or south end of rwy, ctc Base  
 OPS or LGX. Tran acft expect progressive taxi instructions. **ARNG** PPR for Army, AR, ARNG R/W acft only, DSN  
 583-1814. Opr Mon-Fri 1300-2100Z± except holidays. Fuel not avbl for tran acft.  
**COMMUNICATIONS:** SFA CTAF 132.4 PTD 298.3  
**(R) SHAW APP/DEP CON** 125.4 285.4 (1200-0430Z±)  
**(R) JACKSONVILLE CENTER APP/DEP CON** 124.7 269.55 (0430-1200Z±)  
**TOWER** 132.4 253.5 (Mon-Fri 1300-0400Z± except holidays, Sat-Sun 1300-2100Z±) **GND CON** 127.625  
 226.675 **PMVS METRO** 342.5 Ctc Shaw AFB METRO—Forecast avbl Mon-Fri 1200-0400Z±, and Sat-Sun  
 1300-2100Z±, clsd hol. DSN 583-8247, C803-647-8247. Opr hrs may vary with local flying schedule.  
 Remote and tran aircrew wx brief call 26 OWS Barksdale AFB DSN 781-4775 C318-456-4775. Afld Wx  
 monitored by AN/FMQ-19 ASOS, augmented by human obsn when rqr during opr hr. **ARNG OPS PTD** 246.7  
 41.30  
**AIRSPACE:** CLASS D svc Mon-Fri 1300-0400Z± except holidays, Sat-Sun 1300-2100Z± other times CLASS G.  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MMT.  
**(L) VORTACW** 113.2 MMT Chan 79 N33°55.45' W80°48.14' at fld. 248/5W. Unmonitored Mon-Fri  
 0400-1300Z± except holidays, Sat-Sun 2100-1300Z±. No NOTAM MP Mon 1300-1700Z±.  
**NDB (MHW)** 427 MMT N33°56.14' W80°47.90' at fld. Unmonitored Mon-Fri 0400-1300Z± except  
 holidays, Sat-Sun 2100-1300Z±.  
**ILS** 111.1 I-MMT Rwy 32. Unmonitored Mon-Fri 0400-1300Z± except holidays, Sat-Sun  
 2100-1300Z±. No NOTAM MP Mon 1300-1700Z±.  
**ASR/PAR**  
**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

**MERRITT FLD** (See BEAUFORT MCAS)

**MONCKS CORNER** N33°11.46' W80°02.01' NOTAM FILE AND.

**NDB (MHW)** 354 MKS at Berkeley Co.

**CHARLOTTE**

**L-241**

MC ENTIRE JNGB (KMMT)

JAL-951 [USAF]

ALSF-1

**MISSED APPROACH:** Climb to 1100 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

**T** \* When ALS inop, increase CAT CDE RVR to 40, vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT C RVR to 50, vis to 1 mile,  
 CAT DE RVR to 60, vis to  $1\frac{1}{4}$  miles.

|                                    |  |                                   |                              |
|------------------------------------|--|-----------------------------------|------------------------------|
| SHAW APP CON<br><b>125.4 385.6</b> | MC ENTIRE TOWER<br><b>132.4 (CTAF) 0 253.5</b> | GND CON<br><b>127.625 226.675</b> | ASR/PAR<br>(RADAR VECTORING) |
|------------------------------------|--|-----------------------------------|------------------------------|


Missed Approach requires  
ATC RADAR monitoring.

Remain within 4 NM of MMT  
to avoid R-6001, if unable  
expect 10 minute delay  
for deactivation.

LOCALIZER 111.1  
I-MMT

FLORENCE

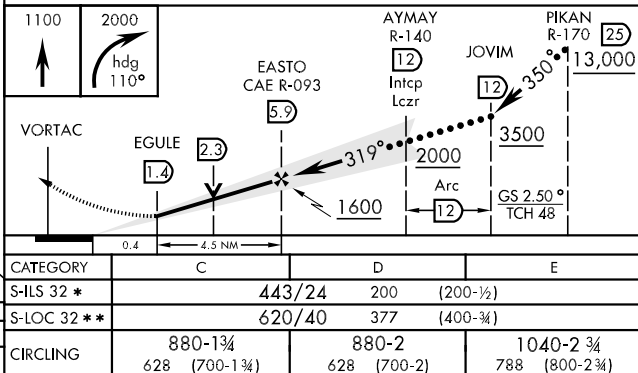
13,000  
233°  
(66)



EMERG SAFE ALT 100 NM 3900

The diagram shows Rwy 5-23 as a thick black diagonal line. To its left are labels for "Rwy 5-23", "COPTER ONLY", "HIRL Rwy 14-32", and "MIRL Rwy 5-23". Above the runway, there's a label "ELEV 254" in a box. Further up, it says "2002' x 150'" and "2333' x 90'". A star symbol labeled "320 TWR" is to the left. A circle with "A1" is at the bottom right. An arrow points from the runway towards a point labeled "4.9 NM from FAF" at a bearing of "319°". At the very bottom, a table provides speed and time information.

|         | FAF to MAP 4.5 NM |      |      |      |      |
|---------|-------------------|------|------|------|------|
| Knots   | 120               | 140  | 160  | 180  | 200  |
| Min:Sec | 2:15              | 1:56 | 1:41 | 1:30 | 1:21 |



EASTOVER, SOUTH CAROLINA

33° 55' N-80° 48' W

MC ENTIRE JNGB (KMMT)

HI-ILS or LOC/DME RWY 32

VORTAC MMT  
113.2  
Chan 79

APCH CRS  
325°

Rwy ldg 9009  
TDZE 243  
Arpt Elev 254

JAL-951 [USAF]

▼ \* When ALS inop, increase CAT C RVR 50, vis to 1 mile; CAT D RVR to 60, vis to 1½ miles, CAT E vis to 1½ miles.



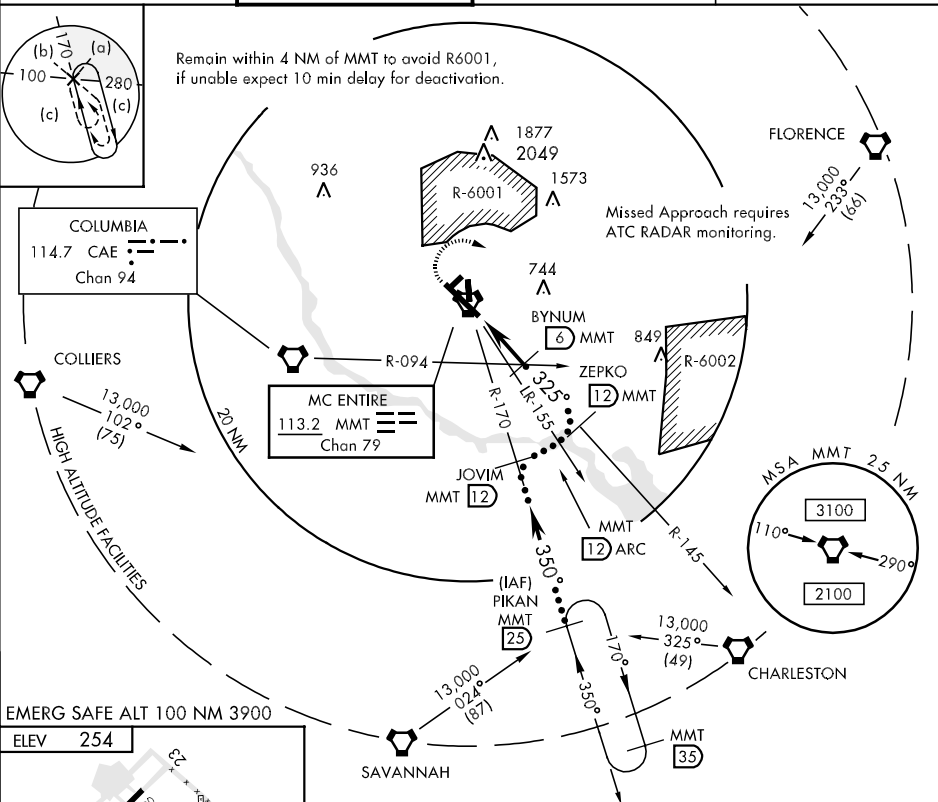
MISSED APPROACH: Climb to 1100 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

SHAW APP CON  
125.4 385.6

MC ENTIRE TOWER  
132.4 (CTAF) 0 253.5

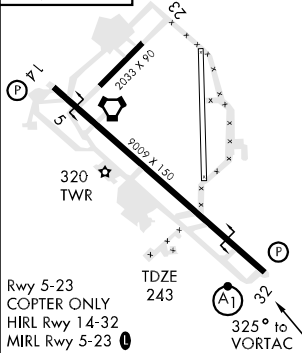
GND CON  
127.625 226.675

ASR/PAR  
(RADAR VECTING)



EMERG SAFE ALT 100 NM 3900

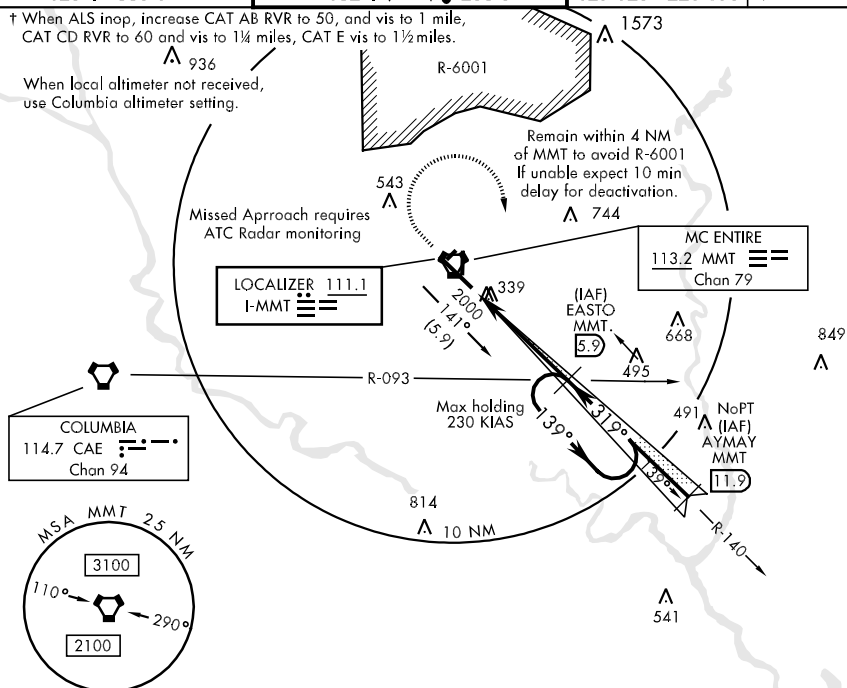
ELEV 254



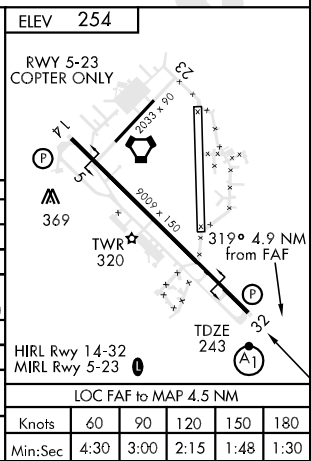
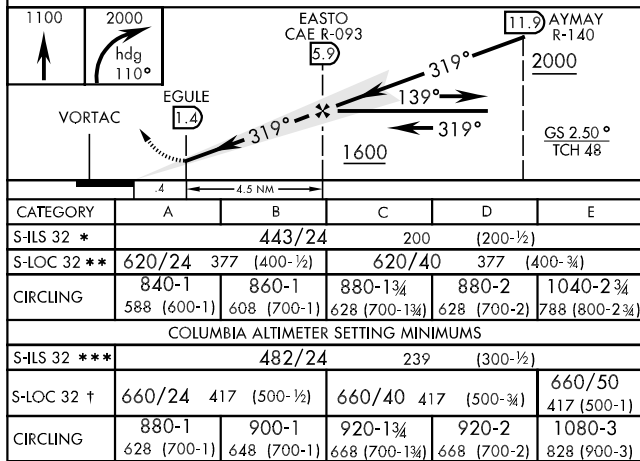
| FAF to MAP 4.5 NM |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| Knots             | 120  | 140  | 160  | 180  | 200  |
| Min:Sec           | 2:15 | 1:56 | 1:41 | 1:30 | 1:21 |

|          |  |                        |  |                         |  |
|----------|--|------------------------|--|-------------------------|--|
| 1100     |  | 2000                   |  | Hdg 110°                |  |
| VORTAC   |  | HUTEM 1.5              |  | BYNUM 6                 |  |
| 0.5      |  | 4.5 NM                 |  | ZEPKO 12                |  |
| CATEGORY |  | C                      |  | D                       |  |
| S-32 *   |  | 640/40                 |  | 397 (400-¾)             |  |
| CIRCLING |  | 880-1¾<br>628 (700-1¾) |  | 880-2<br>628 (700-2)    |  |
|          |  | 640/50<br>397 (400-1)  |  | 1040-2¾<br>788 (800-2¾) |  |

|  |                         |  |               |  |                              |
|--|-------------------------|--|---------------|--|------------------------------|
| LOC I-MMT<br><b>111.1</b>  | APCH CRS<br><b>319°</b> | Rwy Idg <b>9009</b><br>TDZE <b>243</b><br>Arpt Elev <b>254</b> | AL-951 [USAF] | MC ENTIRE JNGB (KMMT)  |                              |
| <p>▼ * When ALS inop, increase CAT A-E RVR to 40, and vis to ¾ mile.<br/>         ** When ALS inop, increase CAT ABC RVR to 50, and vis to 1 mile, CAT DE RVR to 60 and vis to 1 ¼ miles.<br/>         *** When ALS inop, increase CAT A-E RVR to 50, and vis to 1 mile.</p> |                         |  | ALSF-1<br>    | MISSED APPROACH: Climb to 1100, then immediate climbing right to 2000 via hdg 110°, then as directed by ATC. |                              |
| SHAW APP CON<br><b>125.4 385.6</b>   |                         | MC ENTIRE TOWER ★<br><b>132.4 (CTAF) 0 253.5</b>               |               | GND CON<br><b>127.625 226.675</b>  | ASR/PAR<br>(RADAR VECTORING) |



EMERG SAFE ALT 100 NM 3900



NDB MMT  
**427**APCH CRS  
**343°**Rwy Idg **9009**  
TDZE **243**  
Arpt Elev **254**

AL-951 [USAF]

MC ENTIRE JNGB (KMMT)

▼ \* When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.

ALSF-1



MISSED APPROACH: Climb straight ahead to 1500 then climbing right turn to 2000 direct MMT NDB and hold.

SHAW APP CON  
**125.4 385.6**MC ENTIRE TOWER ★  
**132.4 (CTAF) 0 253.5**GND CON  
**127.625 226.675**

ASR/PAR

BLOTS

2400  
186°  
(27.7)

LOAFS

NOT FOR  
CIVIL USE

Use KCAE - CAE (Columbia Metropolitan) altimeter when local altimeter not available.

WIDER  
2300  
124°  
(27.2)

Remain within 4 NM of MMT to avoid R-6001, if unable expect 10 minute delay for deactivation.

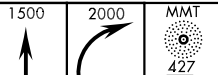
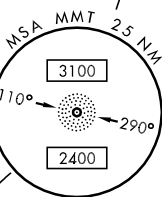
IAF  
MC ENTIRE  
**427 MMT**

CAUTION: Maximum holding  
175 KIAS

SALLY  
2000  
048°  
(22.6)ADCOM  
2000  
032°  
(13.6)2000  
014°  
(23.8)

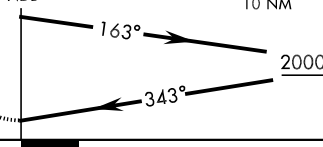
EMERG SAFE ALT 100 NM 3900

SHIPPY



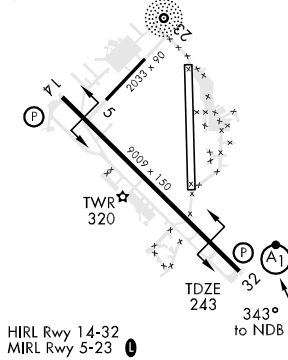
VGSI and descent  
angles not coincident.

NDB

Remain  
within  
10 NM

| CATEGORY                            | A                    | B                    | C                      | D                      |
|-------------------------------------|----------------------|----------------------|------------------------|------------------------|
| S-32 *                              | 800/40               | 557 (600-¾)          | 800/50<br>557 (600-1)  | 800/60<br>557 (600-1¼) |
| CIRCLING                            | 840-1<br>588 (600-1) | 860-1<br>608 (700-1) | 880-1¾<br>628 (700-1¾) | 880-2<br>628 (700-2)   |
| COLUMBIA ALTIMETER SETTING MINIMUMS |                      |                      |                        |                        |
| S-32 *                              | 840/40               | 597 (600-¾)          | 840/50<br>597 (600-1)  | 840/60<br>597 (600-1¼) |
| CIRCLING                            | 880-1<br>628 (700-1) | 900-1<br>648 (700-1) | 920-1¾<br>668 (700-1¾) | 920-2<br>668 (700-2)   |

ELEV 254

Rwy 5-23  
COPTER ONLY

HIRL Rwy 14-32  
MIRL Rwy 5-23

343°  
to NDB

|                              |                         |  |
|------------------------------|-------------------------|--|
| VORTAC MMT<br>Chan <b>79</b> | APCH CRS<br><b>325°</b> | Rwy Idg <b>9009</b><br>TDZE <b>243</b><br>Arpt Elev <b>254</b> |
|------------------------------|-------------------------|--|

AL-951 [USAF]

MC ENTIRE JNGB (KMMT)

▼ \* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile,  
CAT D RVR to 60 and vis to 1½ mile, CAT E vis to 1½ mile.



MISSED APPROACH: Climb to 1100 then  
immediate climbing right turn to 2000 via  
heading 110° then as directed by ATC.

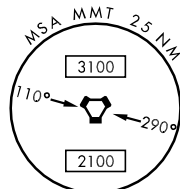
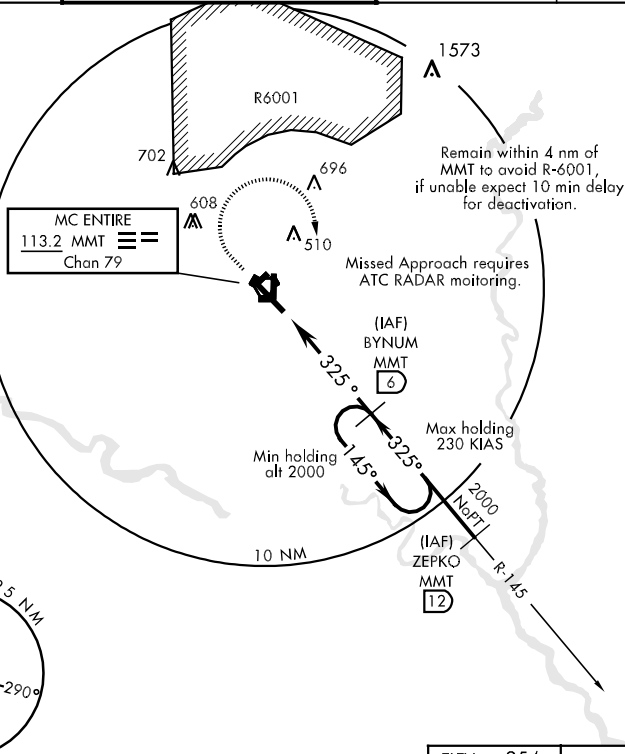
SHAW APP CON  
**125.4 385.6**

MC ENTIRE TOWER ★  
**132.4 (CTAF) 0 253.5**

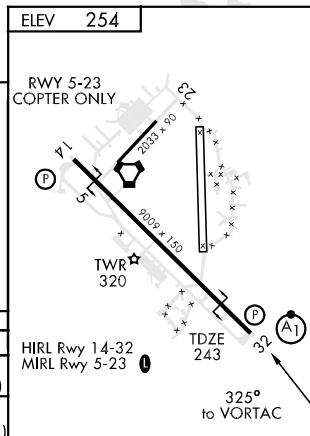
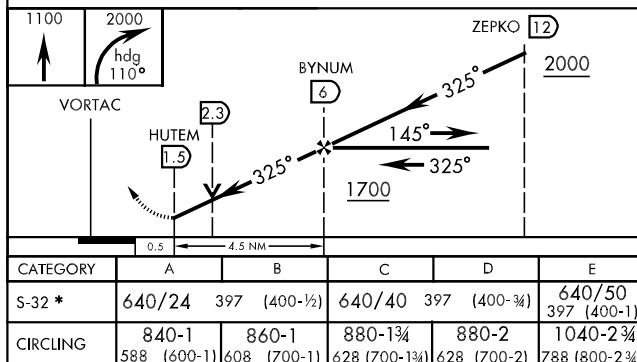
GND CON  
**127.625 226.675**

ASR/PAR  
(RADAR VECTORING)

When local altimeter  
is not received,  
use Columbia altimeter.



EMERG SAFE ALT 100 NM 3900





|  |                         |  |
|--|-------------------------|--|
| VORTAC MMT<br><b>113.2</b><br>Chan <b>79</b> | APCH CRS<br><b>325°</b> | Rwy Idg <b>9009</b><br>TDZE <b>243</b><br>Arpt Elev <b>254</b> |
|--|-------------------------|--|

AL-951 [USAF]

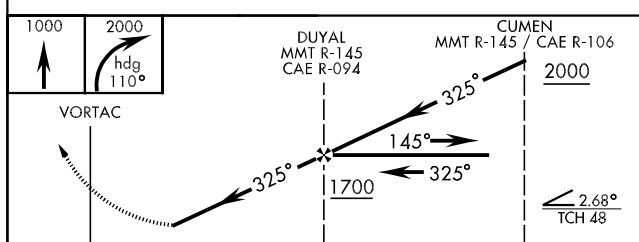
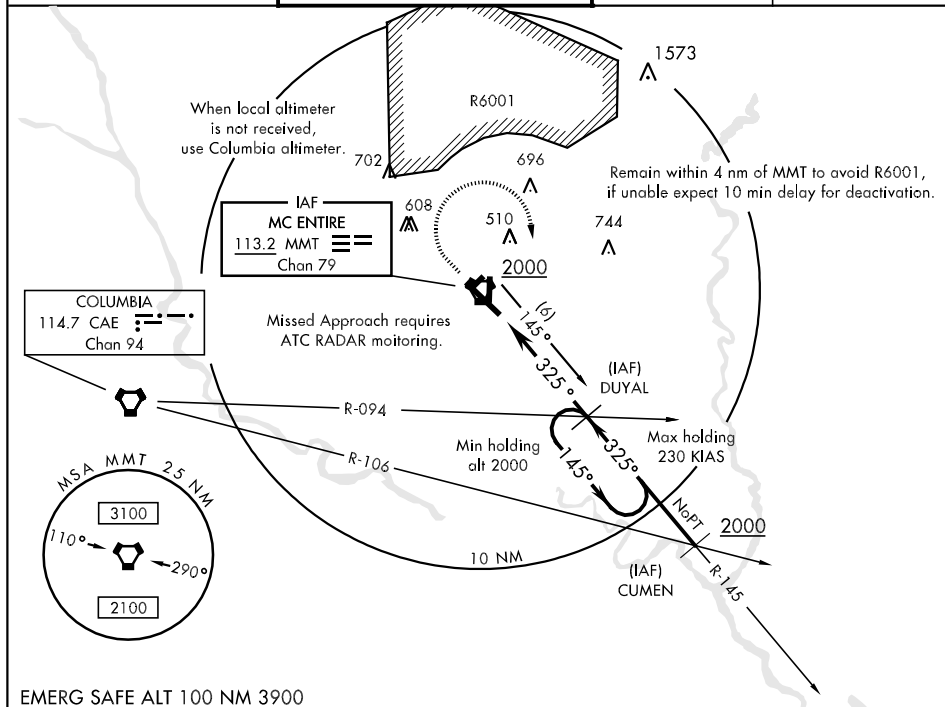
MC ENTIRE JNGB (KMMT)

▼ \* When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT D RVR to 60, vis to 1½ miles.  
 \*\* When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C RVR to 60, vis to 1½, CAT D vis to 1½.

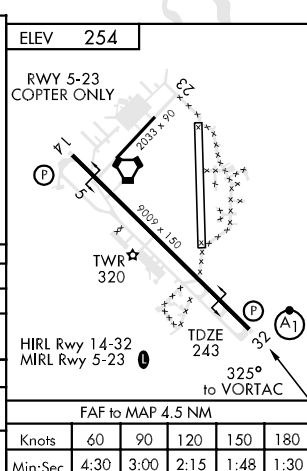


MISSED APPROACH: Climb to 1000 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

|                                    |  |                                   |                              |
|------------------------------------|--|-----------------------------------|------------------------------|
| SHAW APP CON<br><b>125.4 385.6</b> | MC ENTIRE TOWER ★<br><b>132.4 (CTAF) 0 253.5</b> | GND CON<br><b>127.625 226.675</b> | ASR/PAR<br>(RADAR VECTORING) |
|------------------------------------|--|-----------------------------------|------------------------------|



| CATEGORY                            | A                  | B                  | C                   | D                 |
|-------------------------------------|--------------------|--------------------|---------------------|-------------------|
| S-32 *                              | 640/24 397 (400-½) | 640/40 397 (400-¾) |                     |                   |
| CIRCLING                            | 840-1 588 (600-1)  | 860-1 608 (700-1)  | 880-1¾ 628 (700-1¾) | 880-2 628 (700-2) |
| COLUMBIA ALTIMETER SETTING MINIMUMS |                    |                    |                     |                   |
| S-32 **                             | 680/24 437 (500-½) | 680/40 437 (500-¾) | 680/50 437 (500-1)  |                   |
| CIRCLING                            | 880-1 628 (700-1)  | 900-1 648 (700-1)  | 920-1¾ 668 (700-1¾) | 920-2 668 (700-2) |



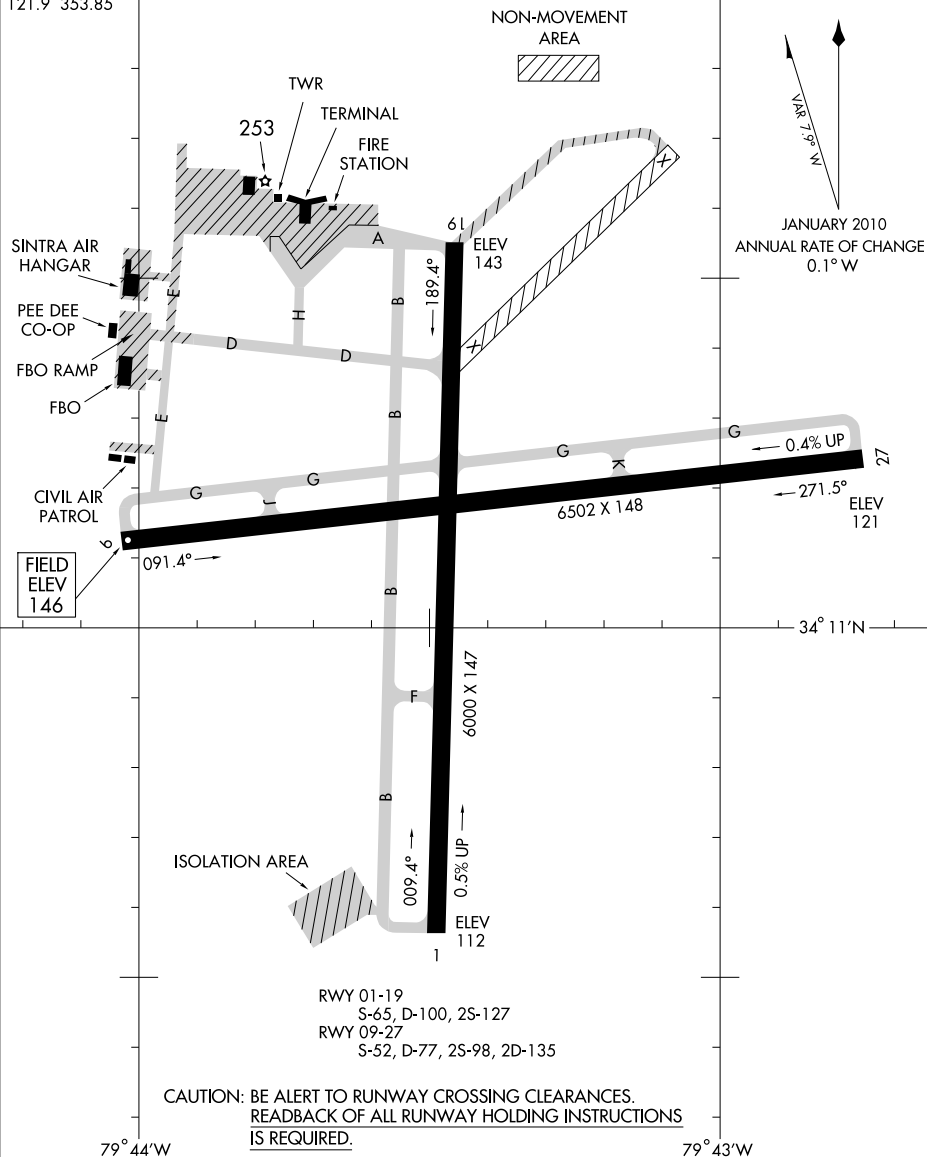
10210

## AIRPORT DIAGRAM

AL-145 (FAA)

FLORENCE RGNL (FLO)  
FLORENCE, SOUTH CAROLINA

ATIS  
123.625  
FLORENCE TOWER ★  
125.1 353.85  
GND CON  
121.9 353.85  
CLNC DEL  
121.9 353.85



SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

FLORENCE, SOUTH CAROLINA  
FLORENCE RGNL (FLO)

10210

**ENOREE** N34°18.69' W81°38.16' NOTAM FILE AND.  
NDB (MHW) 278 EOE at Newberry County. NDB unmonitored.

CHARLOTTE  
L-24J

**EVANS** N33°51.36' W79°45.95' NOTAM FILE AND.  
NDB (MHW) 420 CFY at Lake City Muni CJ Evans Fld.

CHARLOTTE  
L-24J, 36E

**FAIRFIELD CO** (See WINNSBORO)

**FAIRMONT** N34°54.14' W81°59.09' NOTAM FILE AND.  
NDB (HW) 248 FRT 065° 1.6 NM to Spartanburg Downtown Meml.

CHARLOTTE  
L-24J, 25C

**FAIRVIEW** (See LANDRUM)

**FLORENCE RGNL** (FLO) 3 E UTC-5(-4DT) N34°11.12' W79°43.43'

CHARLOTTE

146 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE FLO

H-9C, 12G, L-24J, 36E

RWY 09-27: H6502X148 (ASPH-GRVD) S-52, D-77, 2S-98, 2D-135 HIRL 0.4% up W IAP, AD

RWY 09: MALSR. PAPI(P4L)—GA 3.0°TCH 58'.

RWY 27: PAPI(P4L)—GA 3.0°TCH 46'. Trees.

RWY 01-19: H6000X147 (ASPH) S-65, D-100, 2S-127  
MIRL 0.5% up N

RWY 01: REIL. PAPI(P4L)—GA 3.0°TCH 57'. Tree.

RWY 19: REIL. PAPI(P4L)—GA 3.0°TCH 42'. Trees.

**AIRPORT REMARKS:** Attended 1130-0300Z†. 12 hr PPR for unscheduled air carrier ops with more than 30 passenger seats, etc aprt manager at 843-669-5001. 442' lighted crane 2 miles NW of aprt. When twr clsd ACTIVATE HIRL Rwy 09-27; PAPI Rwy 01, Rwy 19, Rwy 09 and Rwy 27; REIL Rwy 01, Rwy 19 MALSR Rwy 09 and twy lghts—CTAF.

**WEATHER DATA SOURCES:** ASOS (843) 665-1306.

HIWAS 115.2 FLO. LAWRs.

**COMMUNICATIONS:** CTAF 125.1 ATIS 123.625 UNICOM 122.95

RCO 122.6 (ANDERSON RADIO)

RCO 122.1R 115.2T (ANDERSON RADIO)

Ⓡ FLORENCE APP/DEP CON 118.6 (256°-074°) 135.25 (075°-255°)  
(1130-0300Z†)

JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)

TOWER 125.1 (1130-0300Z†) GND CON 121.9 CLNC DEL 121.9

**AIRSPACE:** CLASS D svc 1130-0300Z† other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FLO.

(H) VORTAC 115.2 FLO Chan 99 N34°13.98' W79°39.43' 232° 4.4 NM to fld. 110/03W. HIWAS.

VOR portion unusable:

089°-125° byd 30 NM blo 3000'.

126°-194° byd 10 NM.

195°-223° byd 10 NM blo 4000'.

DME unusable:

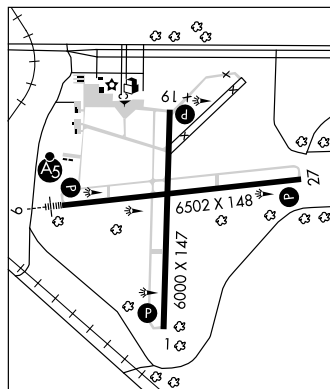
200°-025° byd 30 NM blo 4000'

ALCOT NDB (LOM) 335 FL N34°10.44' W79°51.15' 089° 6.4 NM to fld.

ILS 109.1 I-FLO Rwy 09. Class IB. LOM ALCOT NDB. BC unusable.

ASR (1130-0300Z†)

**COMM/NAV/WEATHER REMARKS:** Frequency 121.5 monitored by Anderson Radio when FLO twr clsd.



**FORT MILL** N34°59.34' W80°57.29' NOTAM FILE AND.

CHARLOTTE

(L) VORTAC 112.4 FML Chan 71 271° 5.1 NM to Rock Hill York Co/Bryant fld. 645/02W.

L-25D, 36E

VOR portion unusable 115°-123° byd 30 NM blo 3000'. SHUTDOWN.

RCO 122.1R 112.4T (ANDERSON RADIO)

# ILS or LOC RWY 9

## FLORENCE RGNL (FLO)

| LOC I-FLO    | APP CRS     | Rwy Idg  | 6502       |
|--------------|-------------|----------|------------|
| <b>109.1</b> | <b>089°</b> | TDZE     | <b>146</b> |
|              |             | Apt Elev | <b>146</b> |

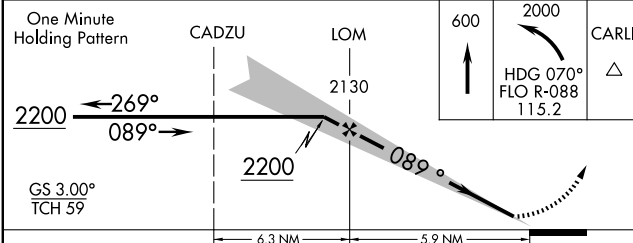
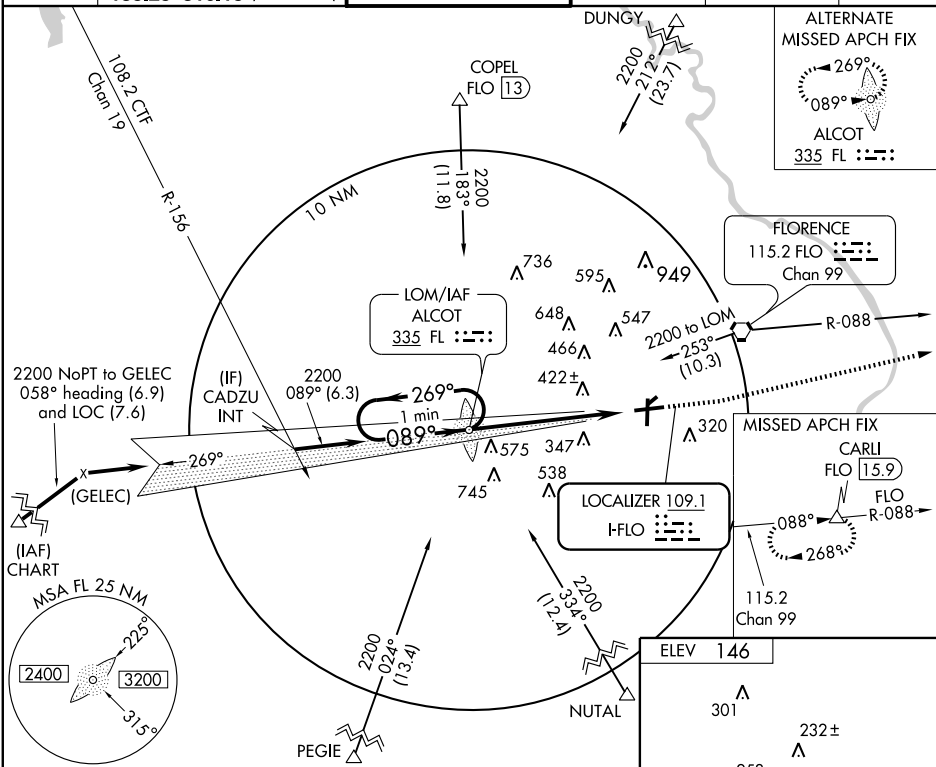
**▼** DME Required. When local altimeter setting not received, use Darlington altimeter setting and increase all DA/MDA 60 feet, increase S-LOC and Circling Cats. B/C/D visibility ¼ mile.

**▲** ASR

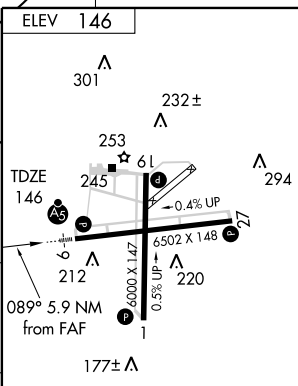
**MALSR**  
**A5**

**MISSED APPROACH:** Climb to 600 then climbing left turn to 2000 via heading 070° and FLO VORTAC R-088 to CARLI/ FLO 15.9 DME and hold.

| ATIS           | FLORENCE APP CON*  | FLORENCE TOWER*            | GND CON             | CLNC DEL            | UNICOM        |
|----------------|--|----------------------------|---------------------|---------------------|---------------|
| <b>123.625</b> | <b>118.6 341.7</b> (256°-074°)<br><b>135.25 316.15</b> (075°-255°) | <b>125.1 (CTAF) 353.85</b> | <b>121.9 353.85</b> | <b>121.9 353.85</b> | <b>122.95</b> |



| CATEGORY | A       | B             | C                            | D                            |
|----------|---------|---------------|------------------------------|------------------------------|
| S-ILS 9  |         | 346-1/2       | 200 (200-1/2)                |                              |
| S-LOC-9  | 840-1/2 | 694 (700-1/2) | 840-1 1/2<br>694 (700-1 1/2) | 840-1 3/4<br>694 (700-1 3/4) |
| CIRCLING | 840-1   | 694 (700-1)   | 840-2<br>694 (700-2)         | 840-2 1/4<br>694 (700-2 1/4) |



MIRL RWY 1-19  
REIL Rwy 1 and 19 **L**  
HIRL Rwy 9-27 **L**

|                   |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| FAF to MAP 5.9 NM |      |      |      |      |      |
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy ldg  | <b>6000</b> |
| <b>006°</b> | TDZE     | <b>134</b>  |
|             | Apt Elev | <b>146</b>  |

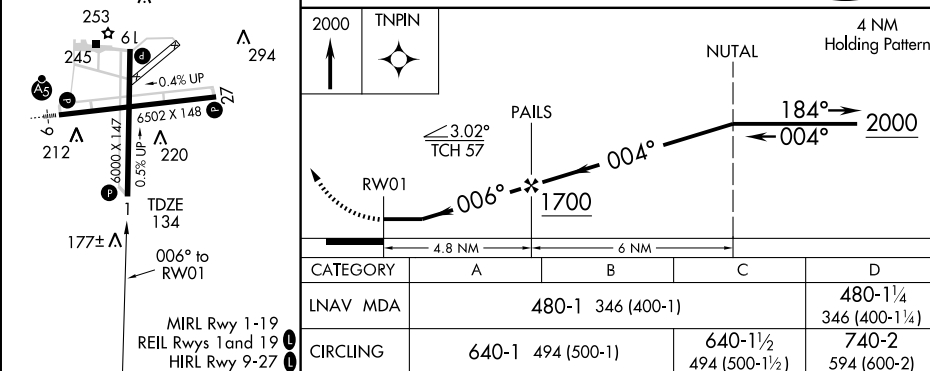
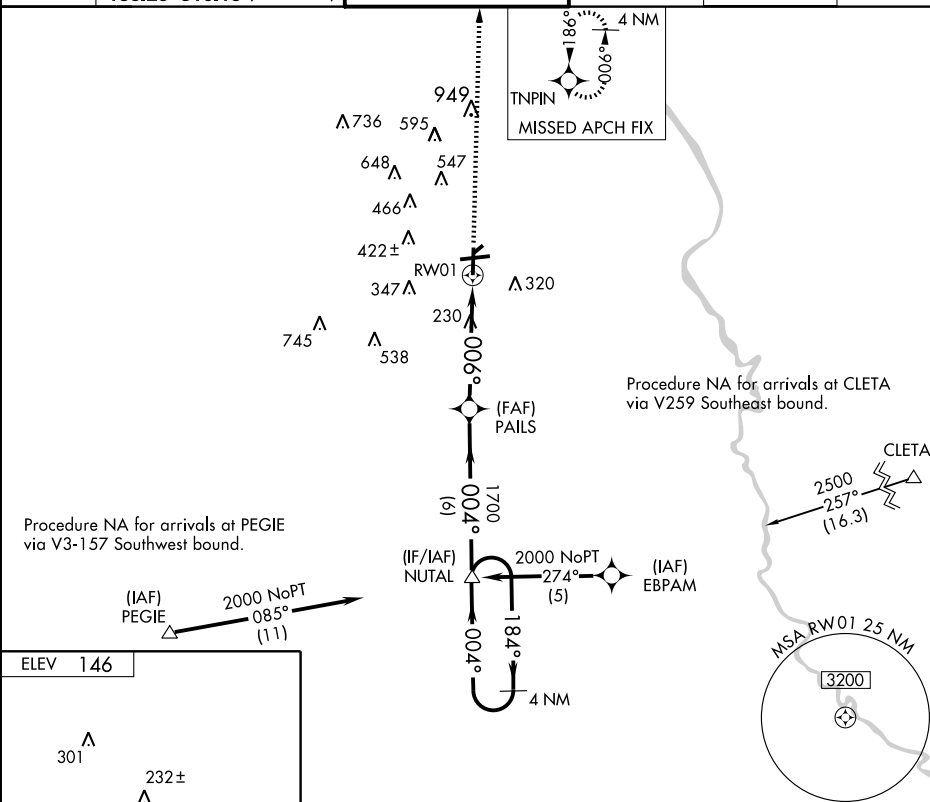
# RNAV (GPS) RWY 1

FLORENCE RGNL (FLO)

**▼** **▲** **ASR** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct TNPIN and hold.

|                        |   |  |                                |                                 |                         |
|------------------------|---|--|--------------------------------|---------------------------------|-------------------------|
| ATIS<br><b>123.625</b> | FLORENCE APP CON★<br><b>118.6 341.7</b> (256°-074°)<br><b>135.25 316.15</b> (075°-255°) | FLORENCE TOWER★<br><b>125.1</b> (CTAF) <b>353.85</b> | GND CON<br><b>121.9 353.85</b> | CLNC DEL<br><b>121.9 353.85</b> | UNICOM<br><b>122.95</b> |
|------------------------|---|--|--------------------------------|---------------------------------|-------------------------|



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>70710</b><br><b>W09A</b> | APP CRS<br><b>088°</b> | Rwy Idg <b>6502</b><br>TDZE <b>146</b><br>Apt Elev <b>146</b> |
|--|------------------------|---|

RNAV (GPS) RWY 9  
FLORENCE RGNL (FLO)

**T** For inoperative MALSR, increase LPV all Cats. visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). **A** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Darlington altimeter setting and increase all DA 48 feet and all MDA 60 feet, increase LPV visibility ¼ mile all Cats. For inoperative MALSR when using Darlington altimeter setting, increase LPV all Cats visibility to 1 ¼ mile. Baro-VNAV and VDP NA when using Darlington altimeter setting.

MALSR



**MISSED APPROACH:**  
Climb to 2000 direct  
ESVAC and hold.

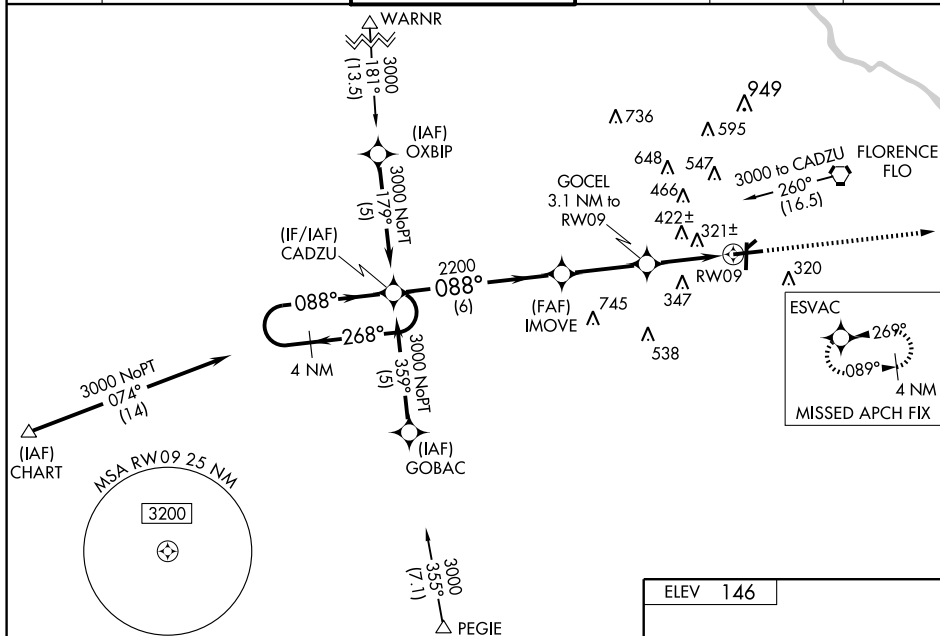
ATIS  
123-625

FLORENCE APP CON★  
**118.6 341.7** (256°-074°)  
**135.25 316.15** (075°-255°)

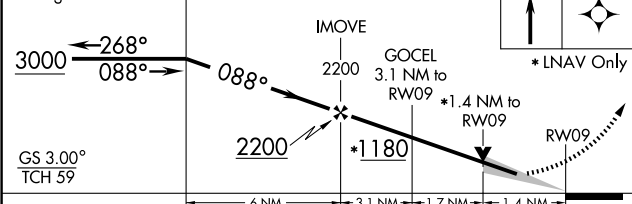
FLORENCE TOWER★  
125.1 (CTAF) 0 353.85

GND CON  
121.9 353.85

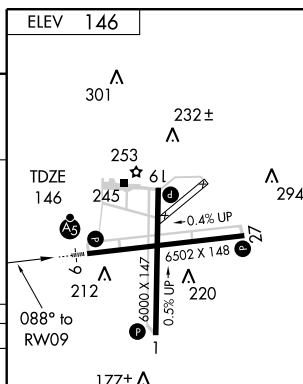
|              |               |
|--------------|---------------|
| CLNC DEL     |               |
| <b>121.9</b> | <b>353.85</b> |

UNICOM  
122.95

4 NM  
Holding Pattern



| CATEGORY      | A                   | B | C                      | D                      |
|---------------|---------------------|---|------------------------|------------------------|
| LPV DA        | 441-1½ 295 (300-½)  |   |                        |                        |
| LNAV/ VNAV DA | 623-1¼ 477 (500-1¼) |   |                        |                        |
| LNAV MDA      | 660-½ 514 (600-½)   |   | 660-1<br>514 (600-1)   | 660-1¼<br>514 (600-1¼) |
| CIRCLING      | 660-1 514 (600-1)   |   | 660-1½<br>514 (600-1½) | 740-2<br>594 (600-2)   |



MIRL Rwy 1-19  
REIL: Rwy 1 and 19 **L**  
HIRL Rwy 9-27 **L**

FLORENCE, SOUTH CAROLINA  
Orig 10210

34°11'N-79°43'W

FLORENCE RGNL (FLO)  
RNAV (GPS) RWY 9

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2. 23 SEP 2010 to 21 OCT 2010

## RNAV (GPS) RWY 19

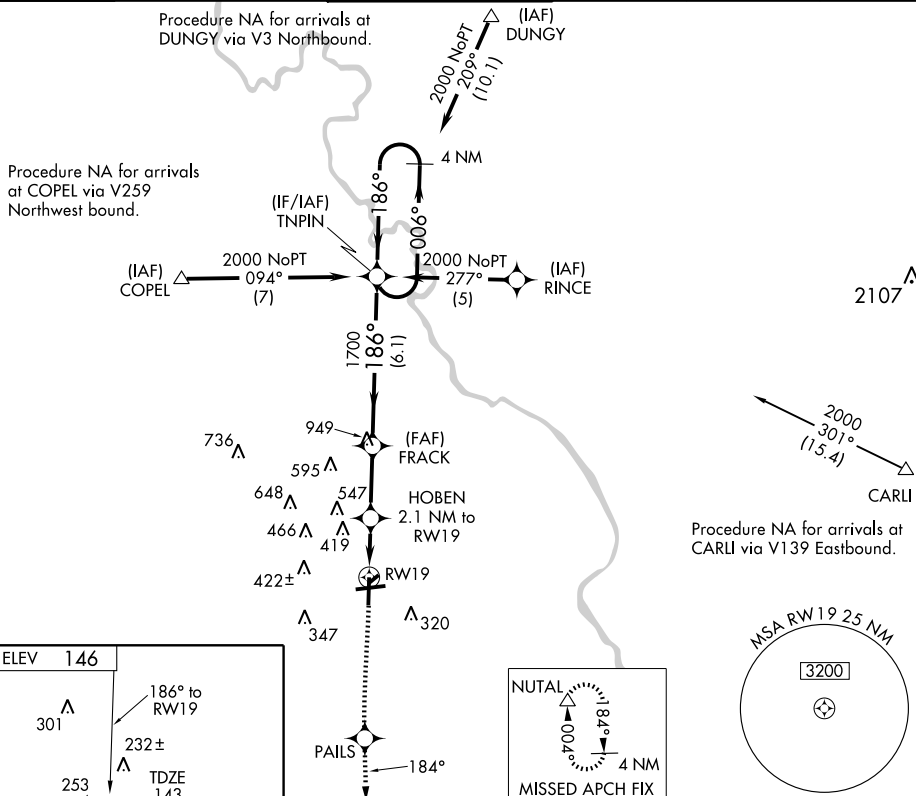
FLORENCE RGNL (FLO)

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>6000</b> |
| <b>186°</b> | TDZE     | <b>143</b>  |
|             | Apt Elev | <b>146</b>  |

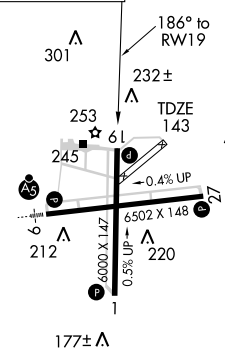
**V** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct PAILS and via 184° track to NUTAL and hold.

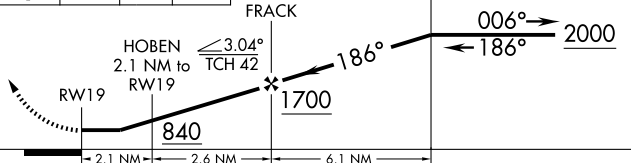
|                        |   |  |                                |                                 |                         |
|------------------------|---|--|--------------------------------|---------------------------------|-------------------------|
| ATIS<br><b>123.625</b> | FLORENCE APP CON★<br><b>118.6 341.7</b> (256°-074°)<br><b>135.25 316.15</b> (075°-255°) | FLORENCE TOWER★<br><b>125.1</b> (CTAF) <b>353.85</b> | GND CON<br><b>121.9 353.85</b> | CLNC DEL<br><b>121.9 353.85</b> | UNICOM<br><b>122.95</b> |
|------------------------|---|--|--------------------------------|---------------------------------|-------------------------|



ELEV 146



|      |       |          |       |
|------|-------|----------|-------|
| 2000 | PAILS | 184° TRK | NUTAL |
|------|-------|----------|-------|



| CATEGORY  | A     | B           | C                      | D                      |
|-----------|-------|-------------|------------------------|------------------------|
| LNNAV MDA | 580-1 | 437 (500-1) | 580-1½<br>437 (500-1½) | 580-1½<br>437 (500-1½) |
| CIRCLING  | 640-1 | 494 (500-1) | 640-1½<br>494 (500-1½) | 740-2<br>594 (600-2)   |

MIRL Rwy 1-19  
REIL Rwy 19  
HIRL Rwy 9-27

FLORENCE, SOUTH CAROLINA

Orig 10210

34°11'N-79°43'W

FLORENCE RGNL (FLO)

RNAV (GPS) RWY 19

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>61310</b><br><b>W27A</b> | APP CRS<br><b>269°</b> | Rwy Idg <b>6502</b><br>TDZE <b>139</b><br>Apt Elev <b>146</b> |
|--|------------------------|---|

## RNAV (GPS) RWY 27

FLORENCE RGNL (FLO)

**▼** Baro-VNAV NA when using Darlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

**▲** Visibility reduction by helicopters NA. When local altimeter setting not received, use Darlington altimeter setting and increase all DA/MDA 60 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat D ½ mile.

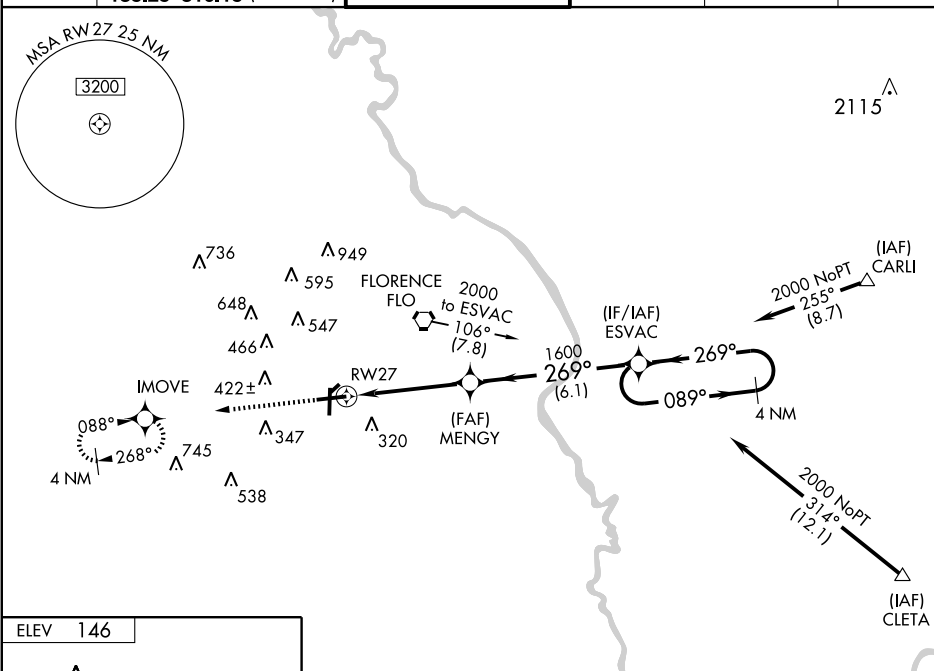
**MISSED APPROACH:**  
Climb to 2000 direct  
IMOVE and hold.

|                        |   |
|------------------------|---|
| ATIS<br><b>123.625</b> | FLORENCE APP CON★<br><b>118.6 341.7</b> (256°-074°)<br><b>135.25 316.15</b> (075°-255°) |
|------------------------|---|

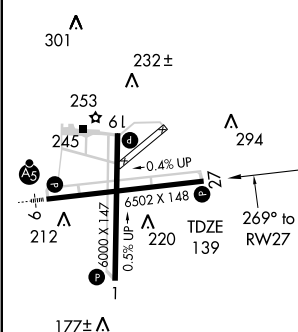
FLORENCE TOWER★  
125.1 (CTAF) 353.85

GND CON  
121.9 353.85

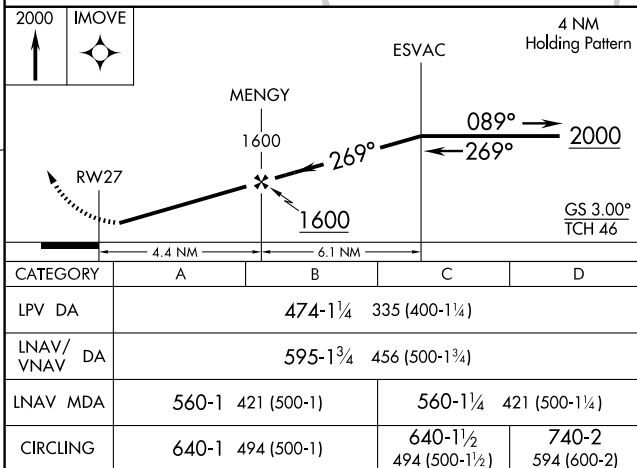
CLNC DEL  
**121.9 353.85**

UNICOM  
122.95

ELEV 146



MIRL Rwy 1-19  
REIL Rwy 1 and 19 **L**  
HIRL Rwy 9-27 **L**



FLORENCE, SOUTH CAROLINA

Orig 10210

FLORENCE RGNL (FLO)

34°11'N-79°43'W

RNAV (GPS) RWY 27

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2. 23 SEP 2010 to 21 OCT 2010



|  |                        |                             |  |
|--|------------------------|-----------------------------|--|
| VORTAC FLO<br><b>115.2</b><br>Chan <b>99</b> | APP CRS<br><b>232°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>146</b> |
|--|------------------------|-----------------------------|--|

VOR or TACAN-A  
FLORENCE RGNL (FLO)

|                             |   |
|-----------------------------|---|
| <b>T</b><br><b>A</b><br>ASR | When local altimeter setting not received,<br>use Darlington altimeter setting and increase<br>all MDA 60 ft. |
|-----------------------------|---|

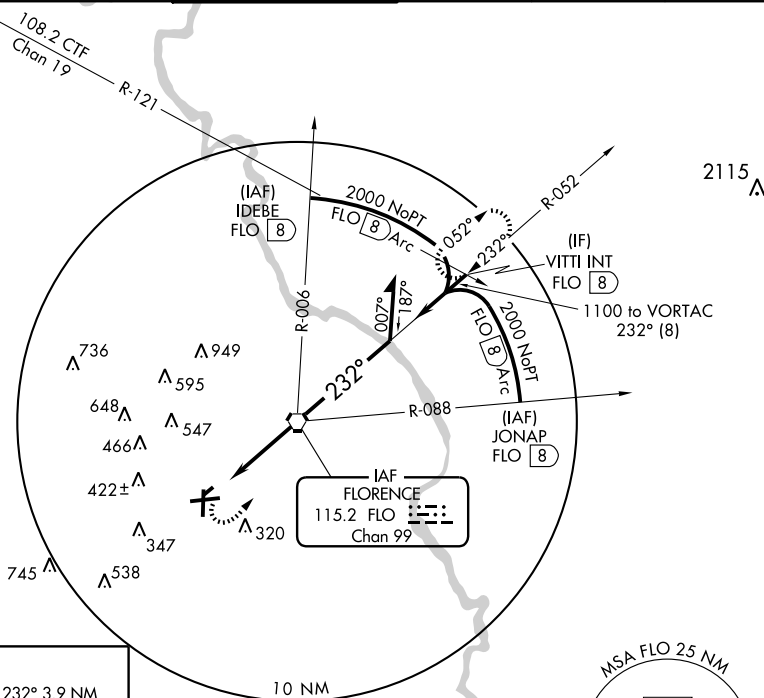
**MISSED APPROACH:** Climbing left turn to 2000 via heading 030° and FLO VORTAC R-052 to VITTI Int/FLO 8 DME and hold.

|                |                      |             |
|----------------|----------------------|-------------|
| ATIS           | FLORENCE APP CON★    |             |
| <b>123.625</b> | <b>118.6 341.7</b>   | (256°-074°) |
|                | <b>135.25 316.15</b> | (075°-255°) |

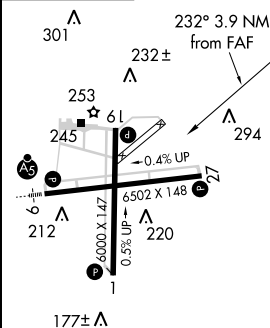
FLORENCE TOWER★  
125.1 (CTAF) **L** 353.85

GND CON  
121.9 353.85

CLNC DEL  
**121.9 353.85**

UNICOM  
122.95

|      |     |
|------|-----|
| ELEV | 146 |
|------|-----|

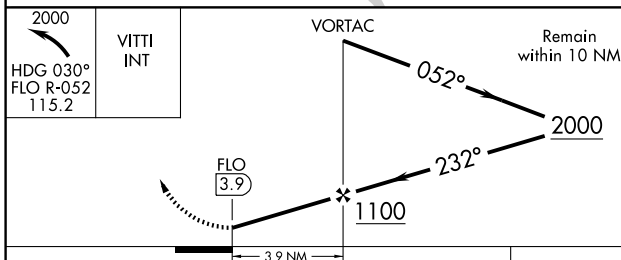


MIRL Rwy 1-19  
REIL Rwy 1 and 19 **L**  
HIRL Rwy 9-27 **L**

FAF to MAP 3.9 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

FLORENCE, SOUTH CAROLINA  
Amdt 6 10210



| CATEGORY | A     | B           | C                      | D                    |
|----------|-------|-------------|------------------------|----------------------|
| CIRCLING | 640-1 | 494 (500-1) | 640-1½<br>494 (500-1½) | 740-2<br>594 (600-2) |

FLORENCE RGNI (FLO)

VOR or TACAN-A

SE-2. 23 SEP 2010 to 21 OCT 2010

**SE-2, 23 SEP 2010 to 21 OCT 2010**

**GEORGETOWN CO** (GGE) 3 S UTC-5(-4DT) N33°18.68' W79°19.22'

39 B S4 FUEL 100LL, JET A NOTAM FILE AND

RWY 05-23: H6000X100 (ASPH) S-30, D-60 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 31'. Tree.

RWY 23: PAPI(P2L)—GA 3.0° TCH 32'. Tree.

RWY 11-29: H4539X150 (ASPH) S-20, D-30 MIRL 0.3% up W

RWY 11: Tree. RWY 29: Tree.

**AIRPORT REMARKS:** Attended 1200-0200Z. Rwy 11-29 CLOSED to a/cft 12,500 lbs and over. Rwy 11 65' trees 1500' from thld. Rwy 11-29 entire runway is severely cracking and grass is growing through cracks.

**WEATHER DATA SOURCES:** AWOS-3 118.275 (843) 527-3851.**COMMUNICATIONS:** CTAF/UNICOM 123.0

® MYRTLE BEACH APP/DEP CON 127.4 (1100-0400Z)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z)

MYRTLE BEACH CLNC DEL 121.725 GCO 119.7 (MYRTLE BEACH CLNC)

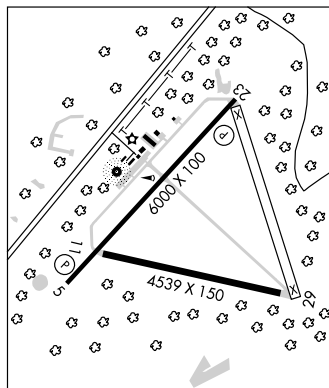
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66'

W80°02.27' 060° 44.0 NM to fld. 39/05W. HIWAS.

NDB (MHW) 242 GGE N33°18.93' W79°19.47' at fld.

NOTAM FILE AND. Unmonitored 0200-1200Z.



CHARLOTTE

H-9C, 12G, L-24I

IAP

**GRAND STRAND** (See NORTH MYRTLE BEACH)**GRANITEVILLE****TWIN LAKES** (S17) 4 NW UTC-5(-4DT) N33°38.74' W81°52.02'

540 B NOTAM FILE AND

RWY 06-24: H4000X60 (ASPH) S-12.5

RWY 06: Thld dsplcd 390'. Tree.

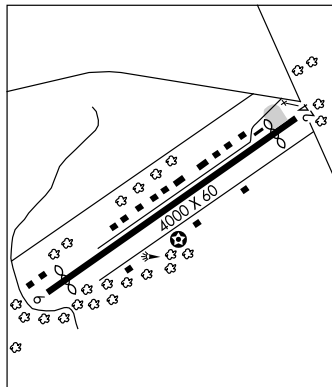
RWY 24: Thld dsplcd 421'. Fence.

**AIRPORT REMARKS:** Unattended. CLOSED to a/cft with maximum gross weight 10,000 lbs and above. No parking for transient a/cft. ACTIVATE rotating beacon—CTAF.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44'

W82°09.72' 108° 15.2 NM to fld. 428/04 W.



ATLANTA

L-24I

**GREEN SEA** (S79) 4 NW UTC-5(-4DT) N34°11.13' W79°01.24'

95 NOTAM FILE AND

RWY 09-27: 3600X100 (TURF)

RWY 09: Tree. RWY 27: Tree.

**AIRPORT REMARKS:** Unattended. Parachute Jumping. Remote controlled a/cft invov arpt. Rwy 09 rwy edge marked with white cones.

**COMMUNICATIONS:** CTAF 122.9

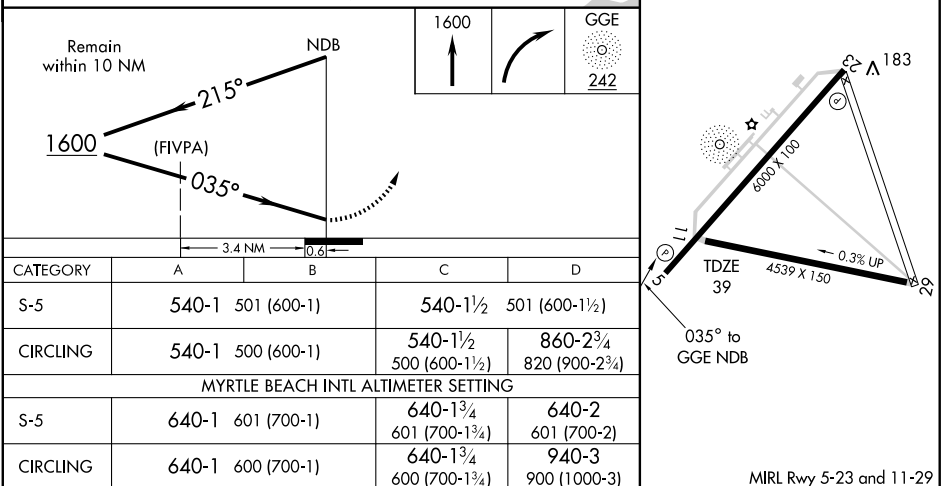
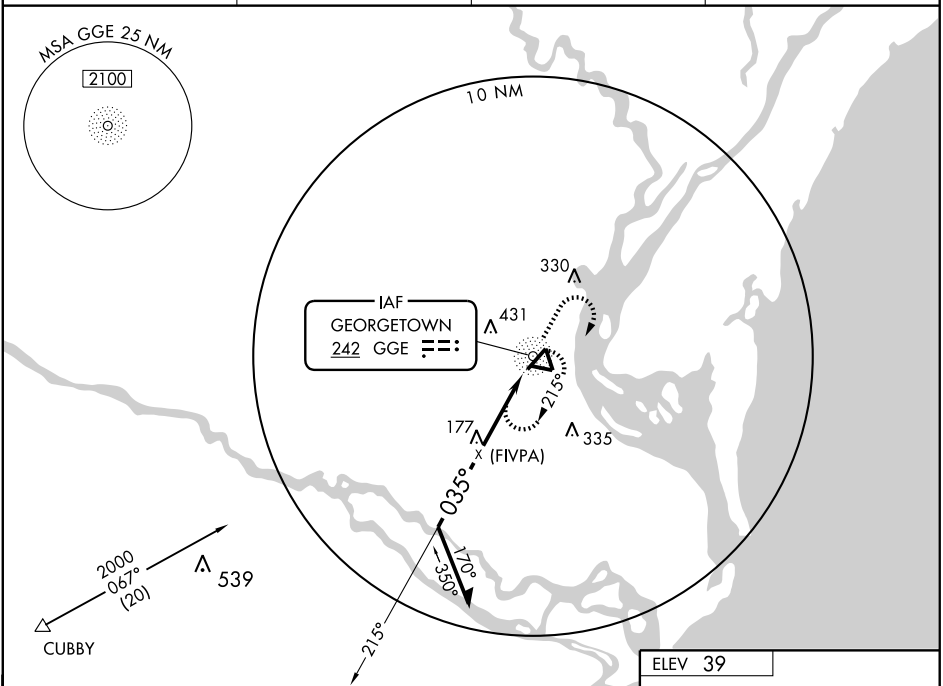
CHARLOTTE

|                       |                        |                             |                                       |
|-----------------------|------------------------|-----------------------------|---------------------------------------|
| NDB GGE<br><b>242</b> | APP CRS<br><b>035°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6000</b><br><b>39</b><br><b>39</b> |
|-----------------------|------------------------|-----------------------------|---------------------------------------|

# NDB or GPS RWY 5

GEORGETOWN COUNTY (GGE)

|  |  |  |                               |
|--|--|--|-------------------------------|
| <p><b>▼</b> If local altimeter not received, use Myrtle Beach Intl altimeter setting.</p> <p><b>▲ NA</b></p> |  | <p>MISSED APPROACH: Climb to 1600 then right turn direct GGE NDB and hold.</p> |                               |
| AWOS-3<br><b>118.275</b>   | MYRTLE BEACH APP CON★<br><b>127.4 257.95</b> | CLNC DEL (GCO)<br><b>121.725</b>   | UNICOM<br><b>123.0</b> (CTAF) |



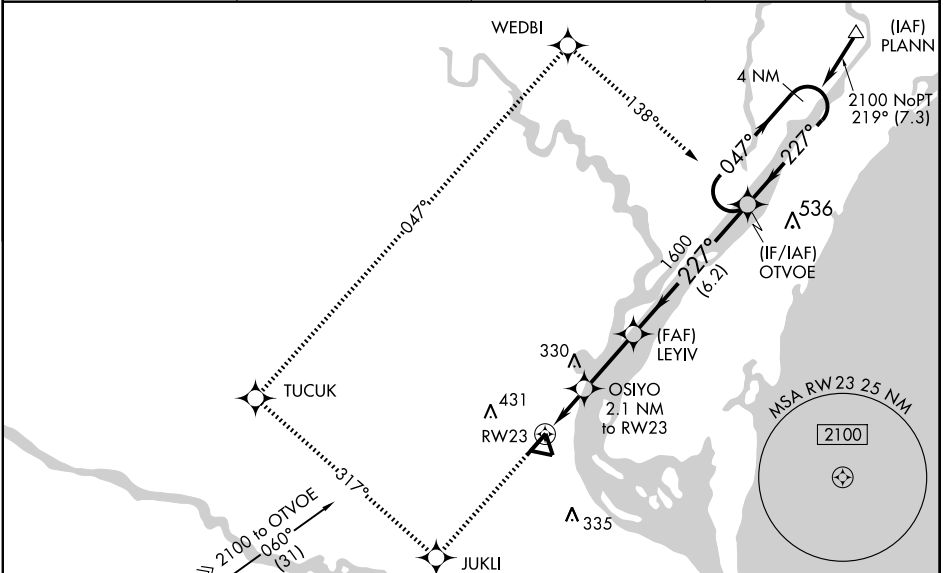
|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>58108</b><br><b>W23A</b> | APP CRS<br><b>227°</b> | Rwy Idg<br>TDZE <b>37</b><br>Apt Elev <b>40</b> | <b>6000</b> |
|--|------------------------|---|-------------|

# RNAV (GPS) RWY 23

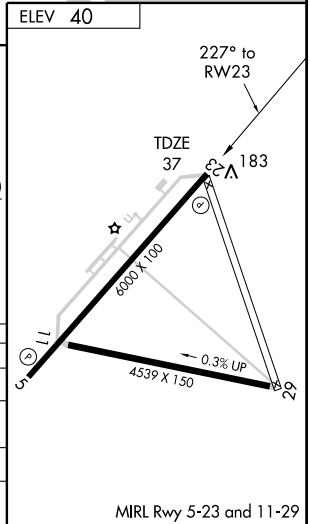
GEORGETOWN COUNTY (GGE)

|   |  |
|---|--|
| <p><b>⚠</b> Baro-VNAV NA when using Myrtle Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Myrtle Beach altimeter setting. When local altimeter setting not received, use Myrtle Beach altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV all Cats and LNAV/VNAV all Cats, and LNAV and Circling Cat D visibility ¼ mile.</p> | <p><b>MISSED APPROACH:</b> Climb to 2100 direct JUKLI and right turn via track 317° to TUCUK and right turn via track 047° to WEDBI and right turn via track 138° to OTVOE and hold.</p> |
|---|--|

|                          |   |                                  |                               |
|--------------------------|---|----------------------------------|-------------------------------|
| AWOS-3<br><b>118.275</b> | MYRTLE BEACH APP CON ★<br><b>127.4 257.95</b> | CLNC DEL (GCO)<br><b>121.725</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|--------------------------|---|----------------------------------|-------------------------------|



|   |                   |          |  |       |  |
|---|-------------------|----------|--|-------|--|
| 2100  | JUKLI             | TUCUK    | WEDBI                                      | OTVOE |  |
| ↑   | trk 317°          | trk 047° | trk 138°                                   |       |  |
| VGSI and RNAV glidepath not coincident.   |                   |          |  |       |  |
| <p>OSIYO 2.1 NM to RW23</p> <p>LEYIV</p> <p>OTVOE</p> <p>047° → 2100</p> <p>← 227°</p> <p>GS 3.00° TCH 40</p> <p>*1.2 NM to RW23</p> <p>*740</p> <p>1600</p> <p>*LNAV only.</p> <p>1.2 0.9 2.6 6.2 NM</p> |                   |          |  |       |  |
| CATEGORY  | A                 | B        | C  | D     |  |
| LPV DA  | 237-¾             |          | 200 (200-¾)                                |       |  |
| LNAV/VNAV DA  | 507-1¾            |          | 470 (500-1¾)                               |       |  |
| LNAV MDA  | 440-1 403 (400-1) |          | 440-1¼ 403 (400-1¼)                        |       |  |
| CIRCLING  | 520-1 480 (500-1) |          | 520-1½ 800-2½<br>480 (500-1½) 760 (800-2½) |       |  |



## AIRPORT DIAGRAM

AL-180 (FAA)

GREENVILLE DOWNTOWN (GMU)  
GREENVILLE, SOUTH CAROLINA

ASOS  
127.075  
GREENVILLE TOWER\*  
119.9 257.7  
GND CON  
121.25

D

VAR 6.2° N  
JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

1123±

EMAS

61

FIELD  
ELEV  
1048

HANGARS

HANGARS

HANGAR

TWR/BCN/  
TERMINAL  
1094NORTH  
RAMPEAST  
RAMP

34°51.0' N

0.5% UP → 3998 X 80

ELEV  
994

097.5°

WEST  
RAMP

RWY 01-19  
S-44, D-60, 2D-95  
RWY 10-28  
S-20

SOUTH  
RAMPUNIVERSITY  
RAMPELEV  
1014

277.5°

5393 X 100

34°50.5' N

007.4°

ELEV  
988

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

82°21.5' W

82°21.0' W

## AIRPORT DIAGRAM

GREENVILLE, SOUTH CAROLINA  
GREENVILLE DOWNTOWN (GMU)

**GREENVILLE DOWNTOWN** (GMU) 3 E UTC-5(-4DT) N34°50.88' W82°21.00'

ATLANTA

1048 B S4 FUEL 100LL, JET A OX 3, 4 TPA—See Remarks NOTAM FILE GMU

H-9B, 12G, L-24J, 25C

RWY 01-19: H5393X100 (ASPH-GRVD) S-44, D-60, 2D-95 HIRL 1.1% up N

IAP, AD

RWY 01: REIL. MALSF. PAPI(P4L) TCH 35'.

RWY 19: REIL. PAPI(P4L) TCH 30'. Tree. Rgt tfc.

RWY 10-28: H3998X80 (ASPH) S-20 MIRL 0.5% up E

RWY 10: Thld dspcd 265'.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Thld dspcd 270'. Tree. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 10: TORA-3998 TODA-3998 ASDA-3728 LDA-3463

RWY 28: TORA-3998 TODA-3998 ASDA-3733 LDA-3463

**ARRESTING GEAR/SYSTEM**

RWY 01: EMAS

**AIRPORT REMARKS:** Attended Mon-Fri 1000-0300Z†, Sat-Sun

1100-1300Z†. CAUTION—Aircraft operating in Airport Traffic Area south thru east be alert for jet and conventional tfc descending on Greenville-Spartanburg localizer course. Acft inbound from the SSW or on ILS Rwy 01 apch, be alert for tfc 4.5 miles S opr in the Donaldson Center arpt tfc pattern at 1800 ft or below.

TPA—1848(800) for light aircraft, 2048(1000) for heavy aircraft.

No acft permitted on Twy C or Twy D when acft greater than

12,500 lbs is operating on Rwy 10-28. Rwy 10-28 restricted to small acft less than 12,500 lbs when acft is operating on Twy C or Twy D. When twr clsd ACTIVATE HIRL Rwy 01-19, REIL Rwy 01, Rwy 19 and perimeter lights H1 and H2—CTAF.

**WEATHER DATA SOURCES:** ASOS 127.075 (864) 239-0014. LAWRS.**COMMUNICATIONS:** CTAF 119.9 UNICOM 122.95

Ⓡ GREER APP/DEP CON 118.8 (1100-0445Z†) ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

TOWER 119.9 (1200-0300Z†) GND CON 121.25

**AIRSPACE:** CLASS D svc 1200-0300Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

SPARTANBURG (H) VORTAC 115.7 SPA Chan 104 N35°02.02' W81°55.62' 244° 23.6 NM to fld. 910/02W.

JUDKY NDB (LOM) 521 GM N34°46.81' W82°20.99' 005° 4.1 NM to fld.

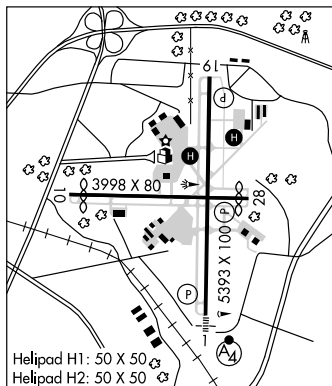
ILS 109.7 I-GMU Rwy 01. Class IB. LOM JUDKY NDB. GS unusable blo 1216' MSL. (ILS unmonitored when twr closed).

ASR (1130-0500Z†)

HELIPAD H1: H50X50 (CONC)

HELIPAD H2: H50X50 (CONC)

HELIPORT REMARKS: No overnight parking on helipads. ACTIVATE perimeter lgts H1 and H2—CTAF.

**GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN** (See GREER)**GREENWOOD CO** (GRD) 3 N UTC-5(-4DT) N34°14.92' W82°09.55'

ATLANTA

631 B S3 FUEL 100LL, JET A NOTAM FILE GRD

H-9B, 12G, L-24J

RWY 09-27: H5003X100 (ASPH) S-30, D-57.5 MIRL

IAP

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 52'. Tree.

RWY 27: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 52'.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z†, Sun

1600-2200Z†. Taxiway A parallel to Rwy 09-27 grade extreme with dropoffs each side of taxiway. MIRL Rwy 09-27 preset on med ints dusk-0400Z†; to increase ints and ACTIVATE REIL Rws 09 and 27—CTAF; After 0400Z† ACTIVATE MIRL Rwy 09-27 and REIL Rws 09 and 27 and ODALS Rwy 27—CTAF.

**WEATHER DATA SOURCES:** ASOS 121.125 (864) 388-9115.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 115.5T (ANDERSON RADIO)

RCO 122.625 (ANDERSON RADIO)

GREER APP/DEP CON 120.6 (1100-0445Z†)

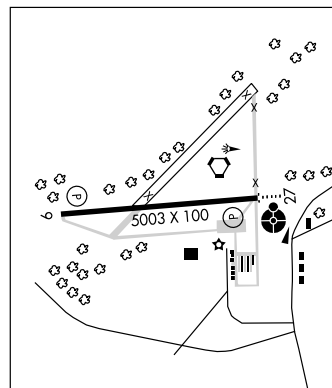
ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GRD.

(H) VORTAC 115.5 GRD Chan 102 N34°15.09' W82°09.25' at fld. 630/01W.

CORONACA NDB (MHW) 239 GIW N34°15.22' W82°05.17'

269° 3.6 NM to fld.



|                                  |                        |                             |   |
|----------------------------------|------------------------|-----------------------------|---|
| LOC I-GMU<br><b><u>109.7</u></b> | APP CRS<br><b>006°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5393</b><br><b>1015</b><br><b>1048</b> |
|----------------------------------|------------------------|-----------------------------|---|

ILS or LOC RWY 1  
GREENVILLE DOWNTOWN (GMU)

**T** If local altimeter setting not received, use Greer  
**A** altimeter setting and increase all DAs/MDAs 40  
ASR feet. ADF REQUIRED.

MALSF

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2900 direct GM LOM and hold, continue climb-in-hold to 2900.

ASOS  
**127.075**

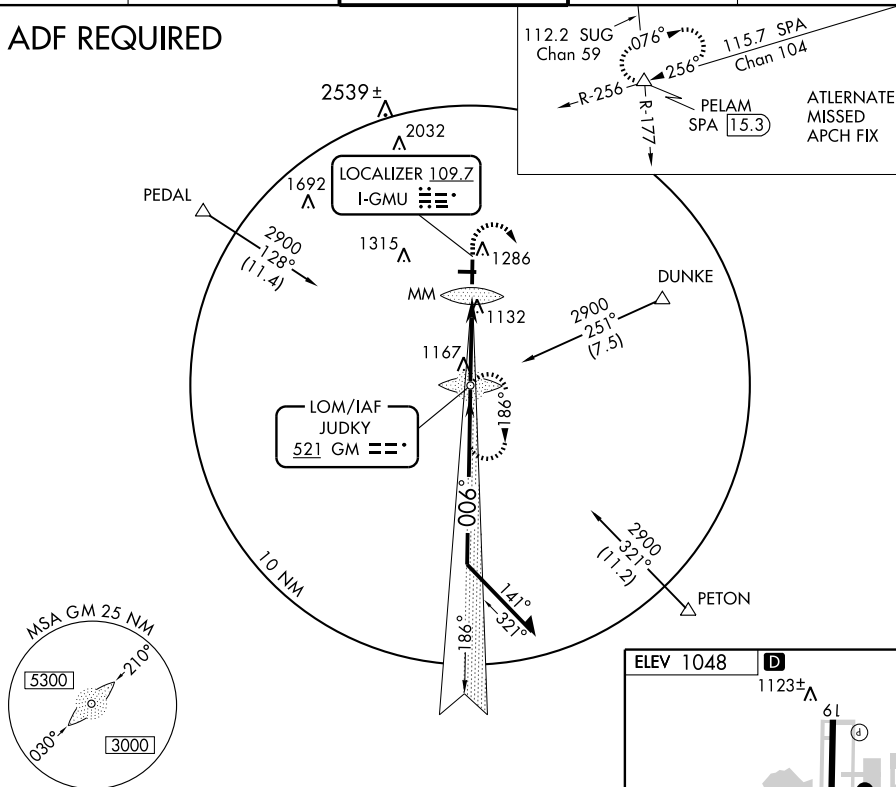
GREER APP CON ★  
118.8 385.4

GREENVILLE TOWER ★  
119.9 (CTAF) **L** 257.7

GND CON  
121.25

UNICOM  
122.95

## ADF REQUIRED



Remain  
within 10 NM

Remain within 10 NM

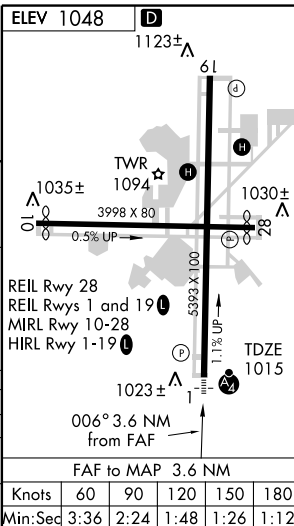
2900 186°

GS 3.00° TCH 36 006°

2400 \*2300

GS unusable below 1216. \*LOC only

|   |   |   |
|---|---|---|
| 1500  | 2900  | GM  |
|  |  |  |
|   |   | 521   |

$$\begin{array}{c} MM \\ | \end{array}$$


GREENVILLE, SOUTH CAROLINA

Amdt 29 09183

GREENVILLE DOWNTOWN (GMU)

ILS or LOC RWY 1

34° 51' N - 82° 21' W

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2. 23 SEP 2010 to 21 OCT 2010

|                   |             |          |             |
|-------------------|-------------|----------|-------------|
| LOM GM            | APP CRS     | Rwy Idg  | <b>5393</b> |
| <b><u>521</u></b> | <b>006°</b> | TDZE     | <b>1015</b> |
|                   |             | Apt Elev | <b>1048</b> |

NDB RWY 1  
GREENVILLE DOWNTOWN (GMU)

|             |   |
|-------------|---|
| <b>T</b>    | Inoperative table does not apply to Cat C. If local |
| <b>A</b> NA | altimeter setting not received, use Greer altimeter |
| ASR         | setting and increase all MDAs 40 feet.              |

MALSF

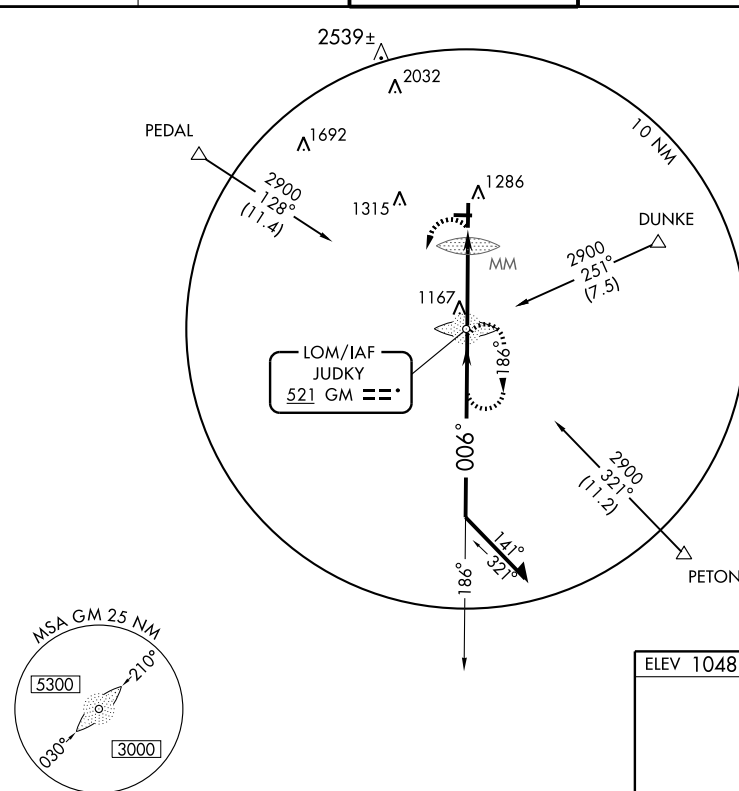
**MISSED APPROACH:** Climbing left turn to 2900 direct GM LOM and hold, continue climb-in-hold to 2900.

ASOS  
**127,075**

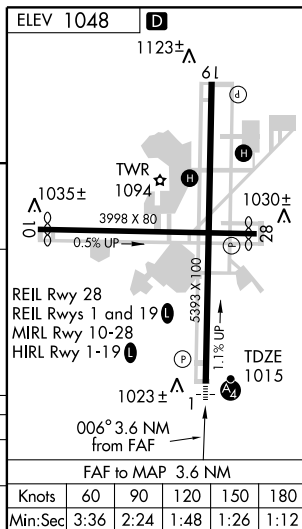
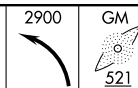
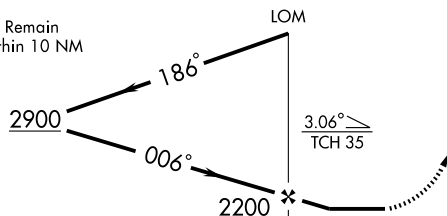
GREER APP CON ★  
118.8 385.4

GREENVILLE TOWER ★  
119.9 (CTAF) **L** 257.7

GND CON  
**121,25**

UNICOM  
122.95

Remain  
within 10 NM



GREENVILLE, SOUTH CAROLINA

Amdt 22 09183

GREENVILLE DOWNTOWN (GMU)

NDB RWY 1

34°51'N - 82°21'W

SE-2. 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>53413</b><br><b>W01A</b> | APP CRS<br><b>006°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5393</b><br><b>1015</b><br><b>1048</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 1

## GREENVILLE DOWNTOWN (GMU)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Greer altimeter setting. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat D and Circling Cat C visibility ¼ mile. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.

▲ ASR

MALSF



MISSED APPROACH:  
Climb to 3400 direct  
GEBLL and via track  
060° to PELAM and  
hold.

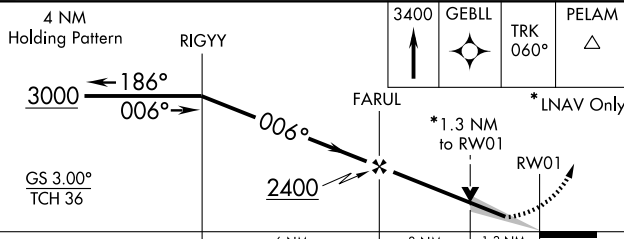
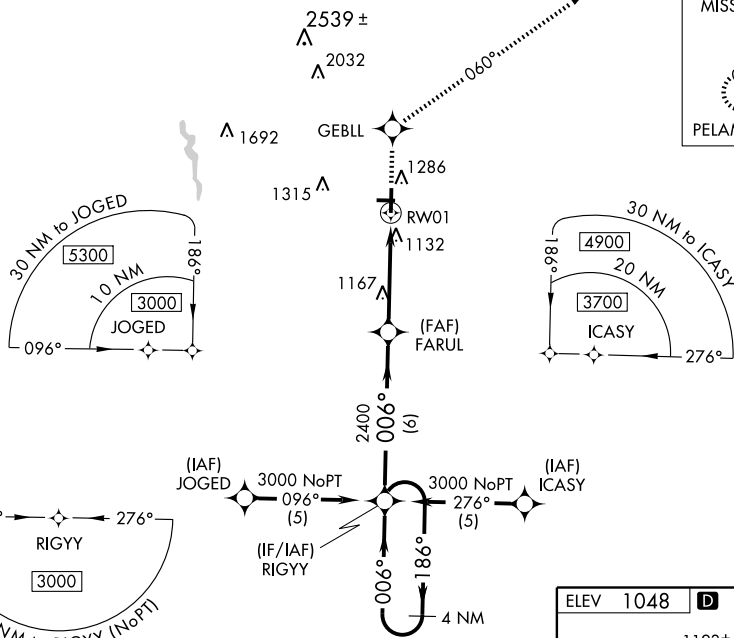
ASOS  
**127.075**

GREER APP CON  
**118.8 385.4**

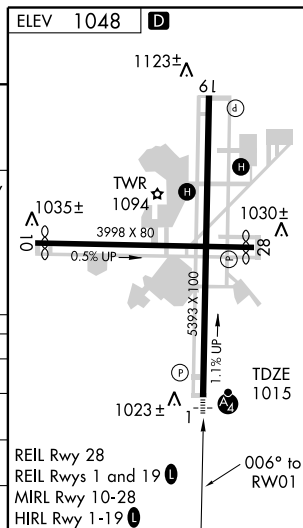
GREENVILLE TOWER\*  
**119.9 (CTAF) 0 257.7**

GND CON  
**121.25**

UNICOM  
**122.95**



| CATEGORY     | A                  | B                    | C                    | D |
|--------------|--------------------|----------------------|----------------------|---|
| LPV DA       | 1215-¾             | 200 (200-¾)          |                      |   |
| LNAV/VNAV DA | 1415-1½            | 400 (400-1½)         |                      |   |
| LNAV MDA     | 1440-¾ 425 (400-¾) | 1440-1¼ 425 (400-1¼) |                      |   |
| CIRCLING     | 1620-1 572 (600-1) | 1620-1½ 572 (600-1½) | 1740-2¼ 692 (700-2¼) |   |



|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3463</b> |
| <b>096°</b> | TDZE     | <b>1013</b> |
|             | Apt Elev | <b>1048</b> |

# RNAV (GPS) RWY 10

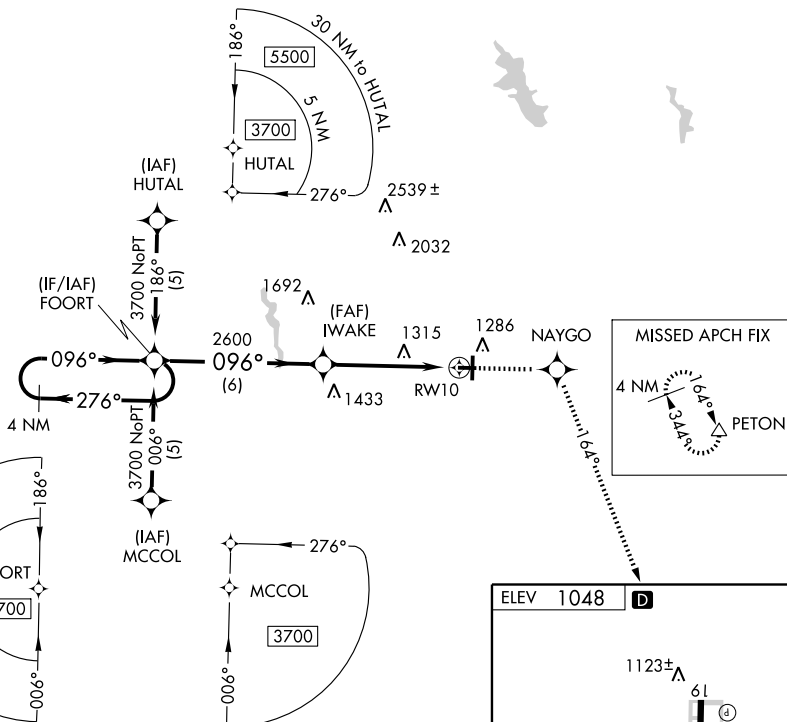
## GREENVILLE DOWNTOWN (GMU)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Greer altimeter setting and increase all MDA 40 feet, and LNAV Cats. C and D, and Circling Cat. C visibility ¼ mile.

**MISSED APPROACH:**  
 Climb to 3000 direct NAYGO and via track 164° to PETON and hold.

|                        |                                     |  |                          |                         |
|------------------------|-------------------------------------|--|--------------------------|-------------------------|
| ASOS<br><b>127.075</b> | GREER APP CON<br><b>118.8 385.4</b> | GREENVILLE TOWER*<br><b>119.9 (CTAF) 0 257.7</b> | GND CON<br><b>121.25</b> | UNICOM<br><b>122.95</b> |
|------------------------|-------------------------------------|--|--------------------------|-------------------------|

• 3554



4 NM  
Holding Pattern

FOORT

3700

276°

096°

FOORT

096°

2600

3.04°

TCH 40

4.9 NM

RW10

6 NM

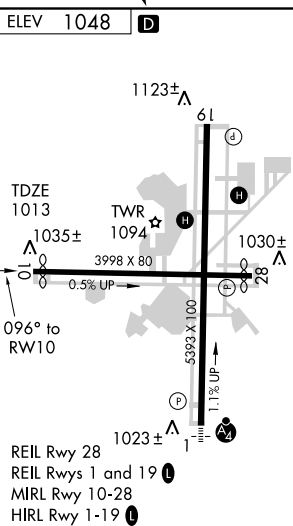
3000

NAYGO

TRK 164°

PETON

| CATEGORY | A                  | B                    | C                    | D                  |
|----------|--------------------|----------------------|----------------------|--------------------|
| LNAV MDA | 1580-1 567 (600-1) | 1580-1½ 567 (600-1½) | 1580-1¾ 567 (600-1¾) | 1580-2 567 (600-2) |
| CIRCLING | 1620-1 572 (600-1) | 1620-1½ 572 (600-1½) | 1740-2¼ 692 (700-2¼) | 1740-3 692 (700-3) |



|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>186°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5393</b><br><b>1048</b><br><b>1048</b> |
|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 19

## GREENVILLE DOWNTOWN (GMU)

**T** If local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.  
**A** Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2900 direct WANOL and hold.

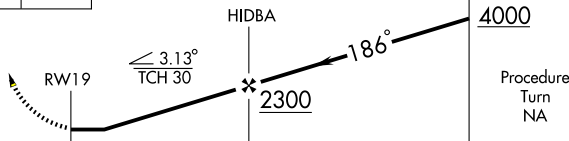
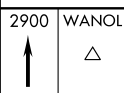
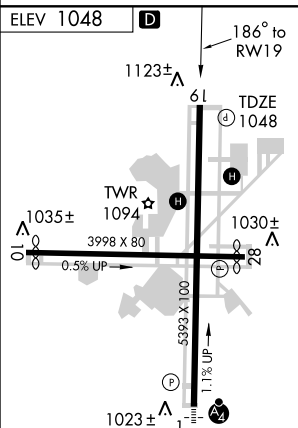
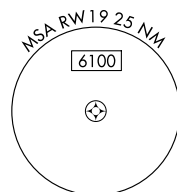
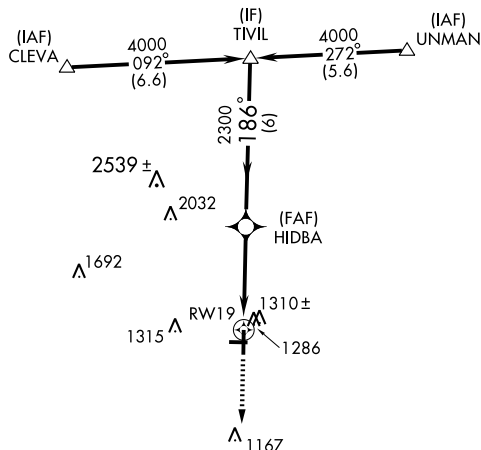
ASOS  
**127.075**

GREER APP CON ★  
**118.8 385.4**

GREENVILLE TOWER ★  
**119.9 (CTAF) 0 257.7**

GND CON  
**121.25**

UNICOM  
**122.95**



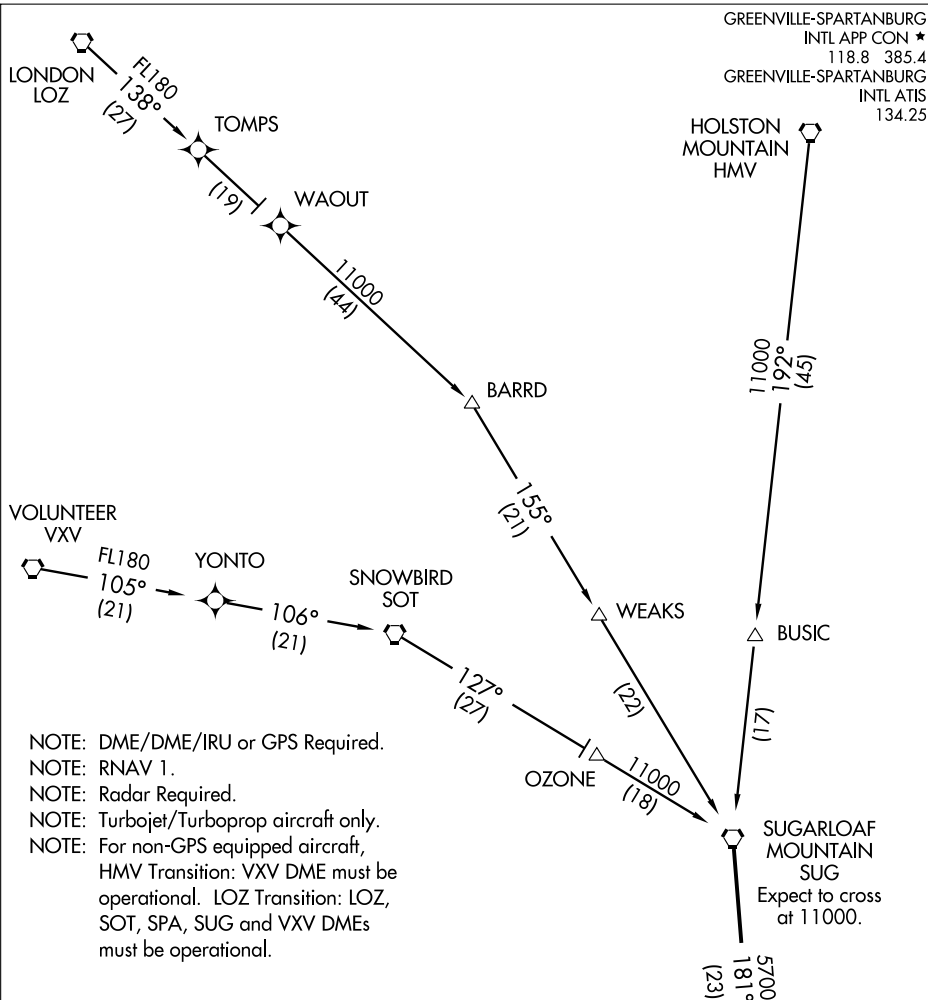
| CATEGORY | A      | B           | C                       | D                       |
|----------|--------|-------------|-------------------------|-------------------------|
| LNVA MDA | 1560-1 | 512 (600-1) | 1560-1½<br>512 (600-1½) | 1560-1¾<br>512 (600-1¾) |
| CIRCLING | 1620-1 | 572 (600-1) | 1620-1½<br>572 (600-1½) | 1740-2¼<br>692 (700-2¼) |

(UNMAN.UNMAN1) 10210

## UNMAN ONE ARRIVAL (RNAV)

ST-179 (FAA)

GREENVILLE, SOUTH CAROLINA



SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

## ARRIVAL ROUTE DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HNV.UNMAN1):LONDON TRANSITION (LOZ.UNMAN1):VOLUNTEER TRANSITION (VXV.UNMAN1):

From SUG VORTAC via 181° track to UNMAN.  
Expect radar vectors.

LOST COMMUNICATIONS: Standard

## UNMAN ONE ARRIVAL (RNAV)

(UNMAN.UNMAN1) 10210

GREENVILLE, SOUTH CAROLINA

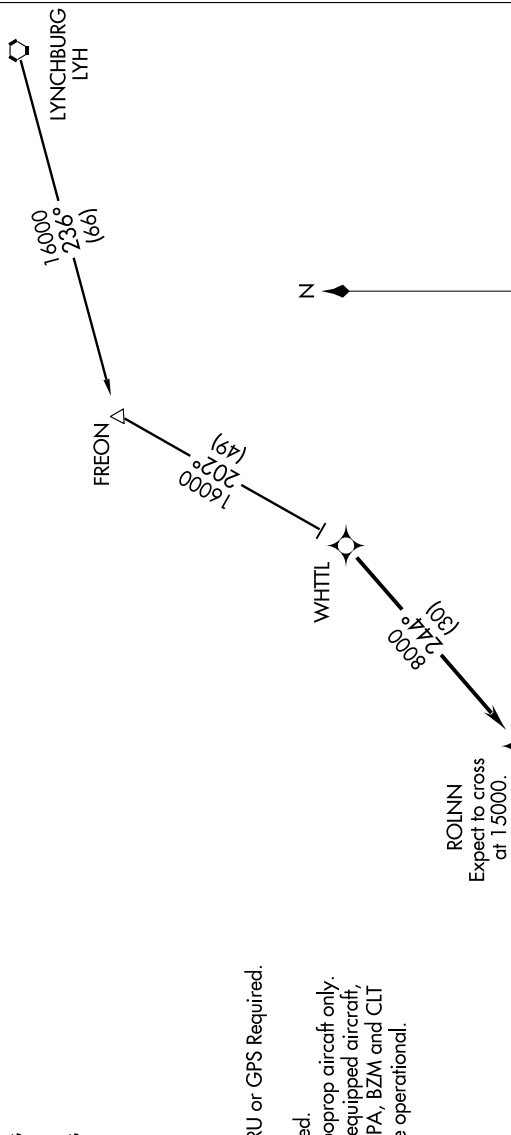
## WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 23 SEP 2010 to 21 OCT 2010

GREENVILLE-SPARTANBURG  
INTL APP CON ★  
118.8 385.4  
GREENVILLE-SPARTANBURG  
INTL ATIS  
134.25

NOTE: DME/DME/IRU or GPS Required.  
NOTE: RNAV 1.  
NOTE: Radar Required.  
NOTE: Turbojet/Turboprop aircraft only.  
NOTE: For non-GPS equipped aircraft,  
RDU, GSO, SPA, BZM and CLT  
DMEs must be operational.



## ARRIVAL ROUTE DESCRIPTION

## LYNCHBURG TRANSITION (LYH.WHTTL1):

From WHTTL via 244° track to ROLNN, then via 243° track to CEMUM, then via 243° track to SPA VORTAC. Expect radar vectors.

LOST COMMUNICATIONS: Standard

## WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 23 SEP 2010 to 21 OCT 2010

10210

## AIRPORT DIAGRAM

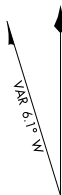
GREENVILLE/ DONALDSON CENTER (GYH)

AL-179 (FAA)

GREENVILLE, SOUTH CAROLINA

AWOS-3  
127.325  
DONALDSON TOWER ★  
133.325 269.25  
GND CON  
121.4  
CLNC DEL  
121.4  
125.95 (When Tower Closed)

34° 46' N



JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

FIELD  
ELEV  
955

34° 45' N

HANGAR

FBO

FBO

8000 X 150

CONTROL  
TOWER  
1038 ±

ELEV  
918

226.1°

0.6% UP

34° 45' N

FIELD  
ELEV  
955

HANGAR

FBO

FBO

8000 X 150

CONTROL  
TOWER  
1038 ±

ELEV  
918

226.1°

0.6% UP

82° 23' W

82° 22' W

RWY 05-23

S-30, D-120, 2S-152, 2D-200

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

## AIRPORT DIAGRAM

10210

GREENVILLE, SOUTH CAROLINA

GREENVILLE/ DONALDSON CENTER (GYH)

SE-2, 23 SEP 2010 to 21 OCT 2010

## GREENVILLE

**DONALDSON CENTER** (GYH) 6 S UTC-5(-4DT) N34°45.50' W82°22.59'

ATLANTA

955 B S4 FUEL 100LL, JET A OX 1 TPA-1755 (800) Class IV, ARFF Index A

H-9B, 12G, L-24J, 25C

NOTAM FILE GYH

IAP, AD

**RWY 05-23:** H8000X150 (CONC-GRVD) S-30, D-120, 2S-152,  
2D-200 HIRL

**RWY 05:** MALSR. PAPI(P4L)—GA 3.22°TCH 60'. Rgt tfc. 0.3%  
down.

**RWY 23:** PAPI(P4L)—GA 4.14° TCH 80'. Trees. 0.6% up.

**AIRPORT REMARKS:** Attended 1100-0000Z†. CLOSED to air carrier opr  
with more than 30 passenger seats except 24 hr PPR call arpt  
manager 864-277-3152. When twr CLOSED use frequency  
125.95 for clearance delivery. ACTIVATE HIRL Rwy 05-23 and  
PAPI Rwy 05 and 23, MALSR Rwy 05—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 127.325 (864) 277-5674.

**COMMUNICATIONS:** CTAF 133.325 UNICOM 122.7

Ⓡ GREER APP/DEP CON 118.8 (1100-0445Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

TOWER 133.325 (1200-0200Z†)

GND CON 121.4 CLNC DEL 121.4 CLNC DEL 125.95 (when twr  
clsd)

**AIRSPACE:** CLASS D svc 1200-0200Z† other times CLASS G.

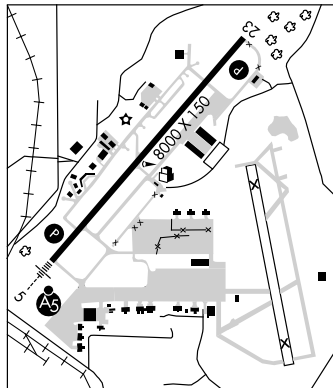
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

**SPARTANBURG (H) VORTAC** 115.7 SPA Chan 104 N35°02.02' W81°55.62' 235° 27.6 NM to fld. 910/02W.

**DYANA NDB (MHW/LOM)** 338 GY N34°41.46' W82°26.62' 044° 5.2 NM to fld. Unmonitored 0200-1200Z†.

**ILS/DME** 108.3 I-GYH Chan 20 Rwy 05. Class IA. LOM DYANA NDB. NDB unmonitored 0200-1200Z†.

LOC/GS unmonitored 0200-1200Z†. MM OTS indef.



|   |                        |  |
|---|------------------------|--|
| LOC/DME I-GYH<br><b>108.3</b><br>Chan <b>20</b> | APP CRS<br><b>044°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>8000</b><br><b>955</b> |
|---|------------------------|--|

# ILS or LOC RWY 5

## GREENVILLE/ DONALDSON CENTER (GYH)

**⚠** When local altimeter setting not received, use Greer altimeter setting and increase all DAs/MDAs 40 feet, increase S-LOC Cat. C visibility ¼ mile.

**MALSR**

**MISSED APPROACH:** Climb to 1600 then climbing left turn to 2900 direct DYANA NDB and hold, continue climb-in-hold to 2900.

AWOS-3  
**127.325**

GREER APP CON ★  
**118.8 385.4**

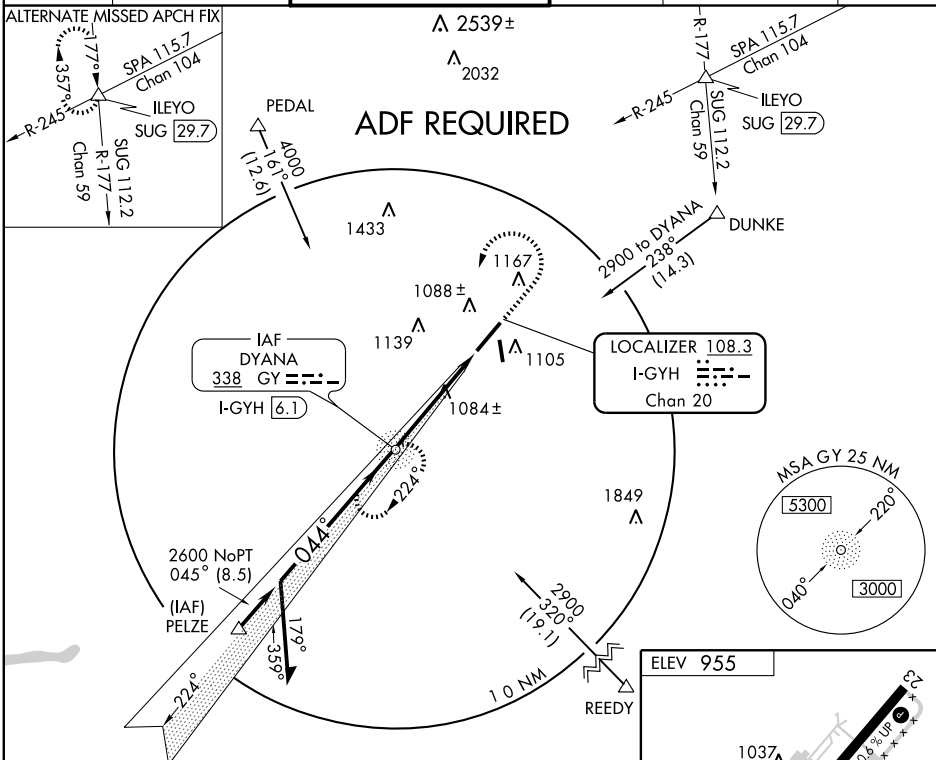
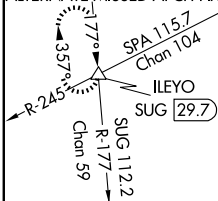
DONALDSON TOWER ★  
**133.325 (CTAF) 0 269.25**

GND CON  
**121.4**

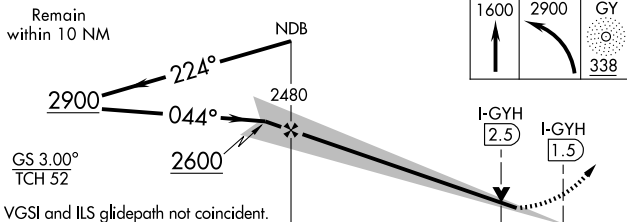
CLNC DEL  
**121.4 \*125.95**  
\*when tower closed

UNICOM  
**122.7**

ALTERNATE MISSED APCH FIX

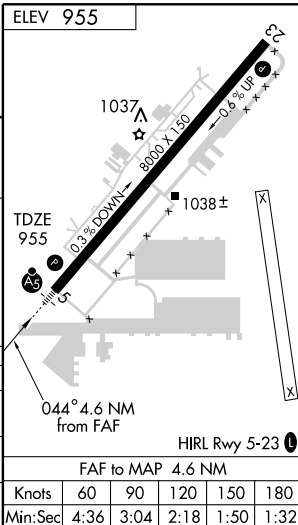


Remain  
within 10 NM



VGSI and ILS glidepath not coincident.

| CATEGORY | A                      | B | C                      | D |
|----------|------------------------|---|------------------------|---|
| S-ILS 5  | 1155-1/2 200 (200-1/2) |   |                        |   |
| S-LOC 5  | 1340-1/2 385 (400-1/2) |   | 1340-3/4 385 (400-3/4) |   |
| CIRCLING | 1420-1 465 (500-1)     |   | 1480-1 525 (600-1 1/2) |   |





## NDB RWY 5

GREENVILLE/ DONALDSON CENTER (GYH)

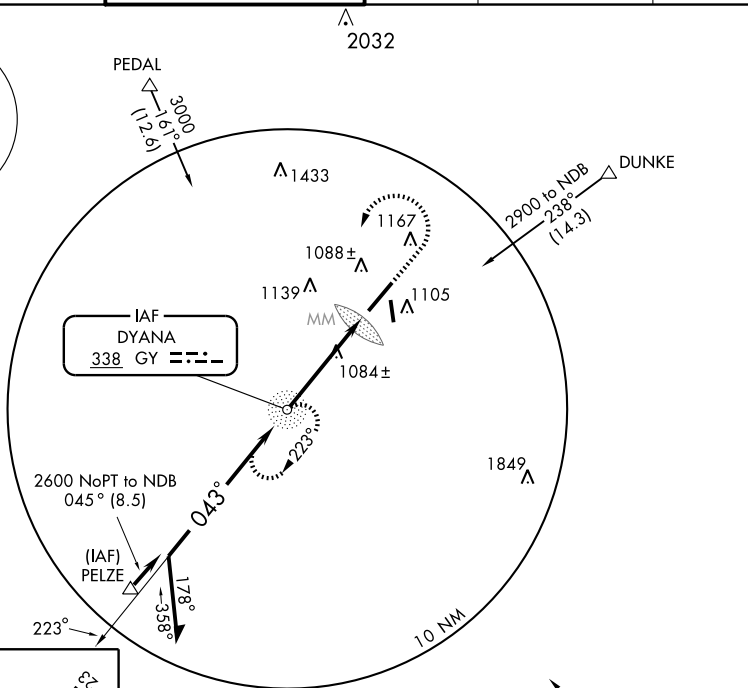
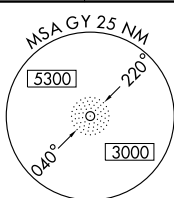
|                      |                        |  |
|----------------------|------------------------|--|
| NDB GY<br><b>338</b> | APP CRS<br><b>043°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>8000</b><br><b>955</b><br><b>955</b> |
|----------------------|------------------------|--|

**▼** If local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet.

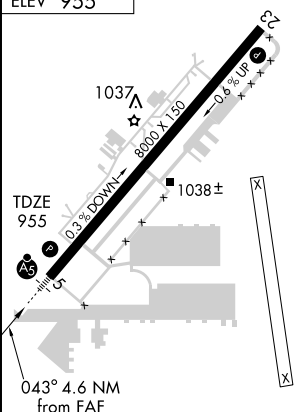


**MISSED APPROACH:** Climb to 1600 then climbing left turn to 2900 direct GY NDB and hold.

|                          |                                       |   |                         |  |                        |
|--------------------------|---------------------------------------|---|-------------------------|--|------------------------|
| AWOS-3<br><b>127.325</b> | GREER APP CON ★<br><b>118.8 385.4</b> | DONALDSON TOWER ★<br><b>133.325 (CTAF) 269.25</b> | GND CON<br><b>121.4</b> | CLNC DEL<br><b>121.4 *125.95</b><br>*when tower closed | UNICOM<br><b>122.7</b> |
|--------------------------|---------------------------------------|---|-------------------------|--|------------------------|



ELEV 955



|                   |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| FAF to MAP 4.6 NM |      |      |      |      |      |
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

GREENVILLE, SOUTH CAROLINA

Amdt 6 09071

GREENVILLE/ DONALDSON CENTER (GYH)

34° 46'N-82° 23'W

NDB RWY 5

SE-2, 23 SEP 2010 to 21 OCT 2010

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>72603</b><br><b>W05A</b> | APP CRS<br><b>044°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>8000</b><br><b>955</b><br><b>955</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 5

GREENVILLE/ DONALDSON CENTER (GYH)

**▼** If local altimeter setting not received, use Greer altimeter setting and increase DA 28 feet and all MDAs 40 feet. VDP NA when using Greer altimeter setting. DME/DME RNP-0.3 NA.

**▲ NA**



**MISSED APPROACH:** Climb to 3000 direct ILEYO and hold.

AWOS-3  
**127.325**

GREER APP CON ★  
**118.8 385.4**

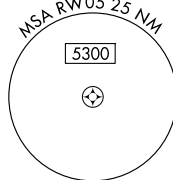
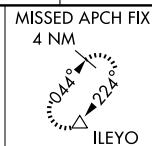
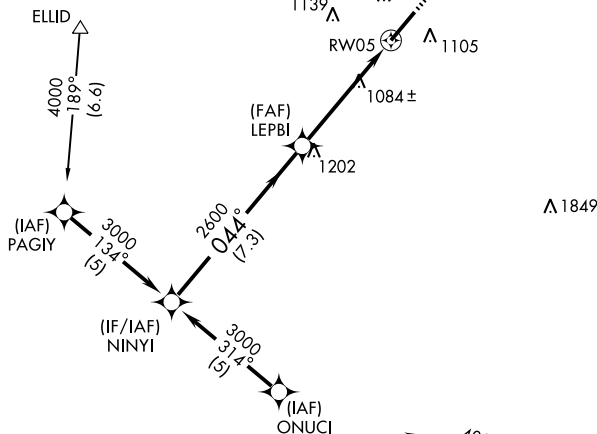
**DONALDSON TOWER ★**  
**133.325 (CTAF) 0 269.25**

GND CON  
**121.4**

CLNC DEL  
**121.4 \*125.95**  
\*when tower closed

UNICOM  
**122.7**

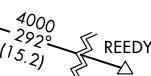
Procedure NA for arrivals at ELLID via V20-35 northeast bound.



Procedure  
Turn  
NA

NINYI

VGSI and RNAV glidepath  
not coincident.



\* LNAV Only.

3000

GS 3.00°  
TCH 52

044°

2600

LEPBI

\* 1.2 NM to RW05

RW05

7.3 NM 3.7 NM 1.2 NM

CATEGORY

A

B

C

D

LPV DA

1208-1/2 253 (300-1/2)

LNAV MDA

1400-1/2 445 (500-1/2)

1400-3/4 445 (500-3/4)

1400-1 445 (500-1)

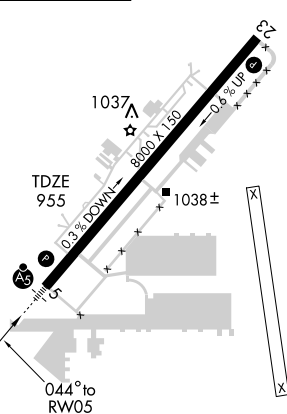
CIRCLING

1420-1 465 (500-1)

1480-1 525 (600-1/2)

1520-2 565 (600-2)

ELEV 955



HIRL Rwy 5-23 0

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy ldg  | <b>8000</b> |
| <b>224°</b> | TDZE     | <b>937</b>  |
|             | Apt Elev | <b>955</b>  |

# RNAV (GPS) RWY 23

GREENVILLE/ DONALDSON CENTER (GYH)

**▽** If local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet. VDP NA when using Greer altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**△ NA**

**MISSED APPROACH:** Climb to 3000 direct NINYI and hold.

AWOS-3  
**127.325**

GREER APP CON ★  
**118.8 385.4**

DONALDSON TOWER ★  
**133.325 (CTAF) 0 269.25**

GND CON  
**121.4**

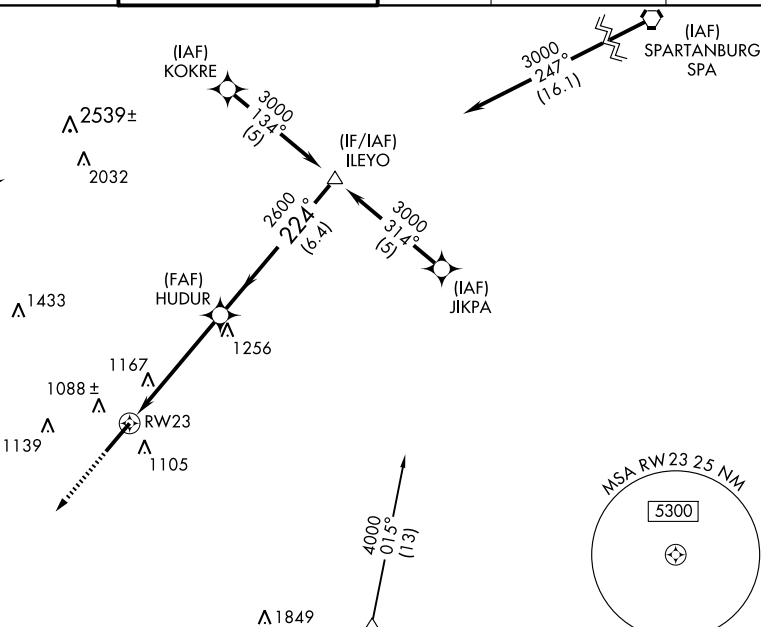
CLNC DEL  
**121.4 \*125.95**  
\*when tower closed

UNICOM  
**122.7**

Procedure NA for arrivals at PEDAL via V20-35 southwest bound.

4000  
072°  
(13.1)

PEDAL

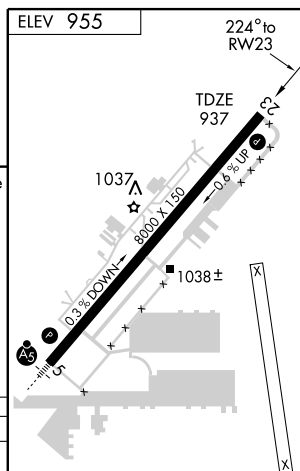
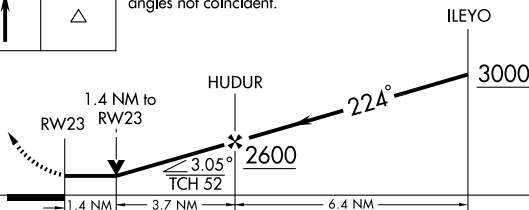


Procedure NA for arrivals at PETON via V85 southbound.

3000  
NINYI  
△

VGSI and descent angles not coincident.

Procedure Turn NA



| CATEGORY | A      | B           | C                       | D                       |
|----------|--------|-------------|-------------------------|-------------------------|
| LNVA MDA | 1420-1 | 483 (500-1) | 1420-1¼<br>483 (500-1¼) | 1420-1½<br>483 (500-1½) |
| CIRCLING | 1420-1 | 465 (500-1) | 1480-1½<br>525 (600-1½) | 1520-2<br>565 (600-2)   |

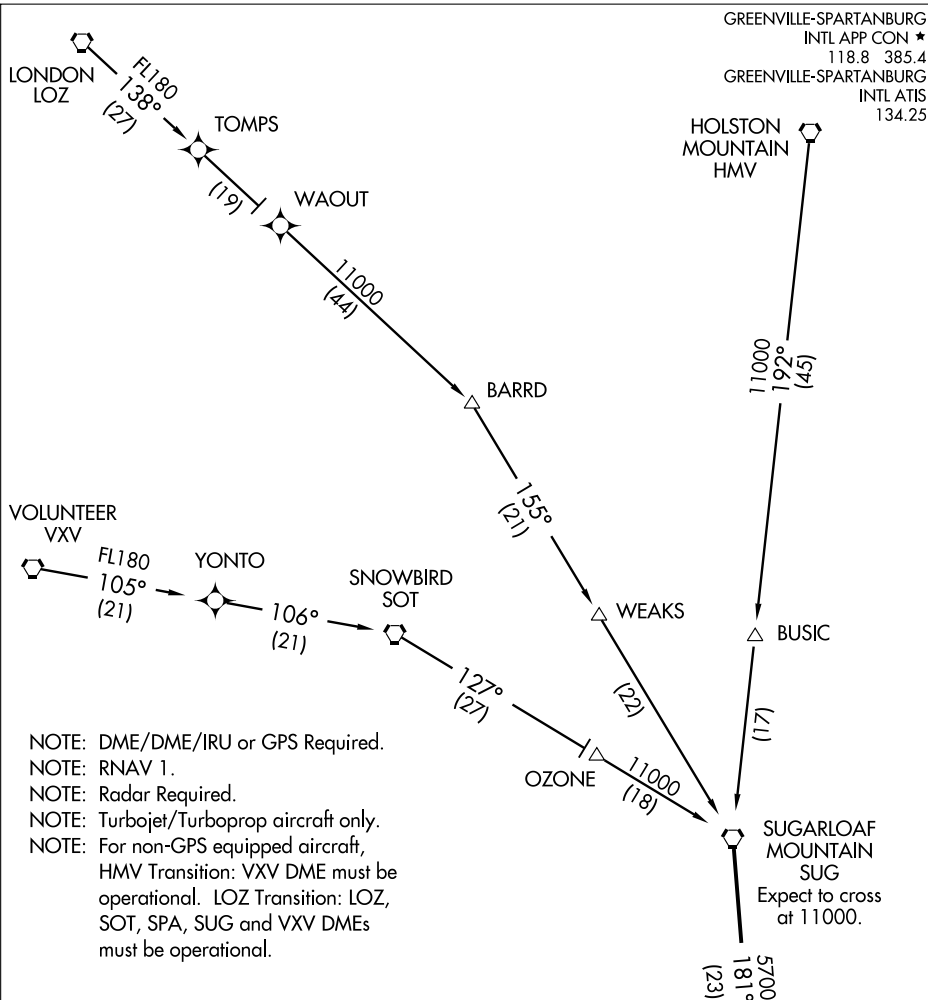
HIRL Rwy 5-23 0

(UNMAN.UNMAN1) 10210

## UNMAN ONE ARRIVAL (RNAV)

ST-179 (FAA)

GREENVILLE, SOUTH CAROLINA



SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

## ARRIVAL ROUTE DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.UNMAN1):LONDON TRANSITION (LOZ.UNMAN1):VOLUNTEER TRANSITION (VXV.UNMAN1):

From SUG VORTAC via 181° track to UNMAN.  
Expect radar vectors.

LOST COMMUNICATIONS: Standard

## UNMAN ONE ARRIVAL (RNAV)

(UNMAN.UNMAN1) 10210

GREENVILLE, SOUTH CAROLINA

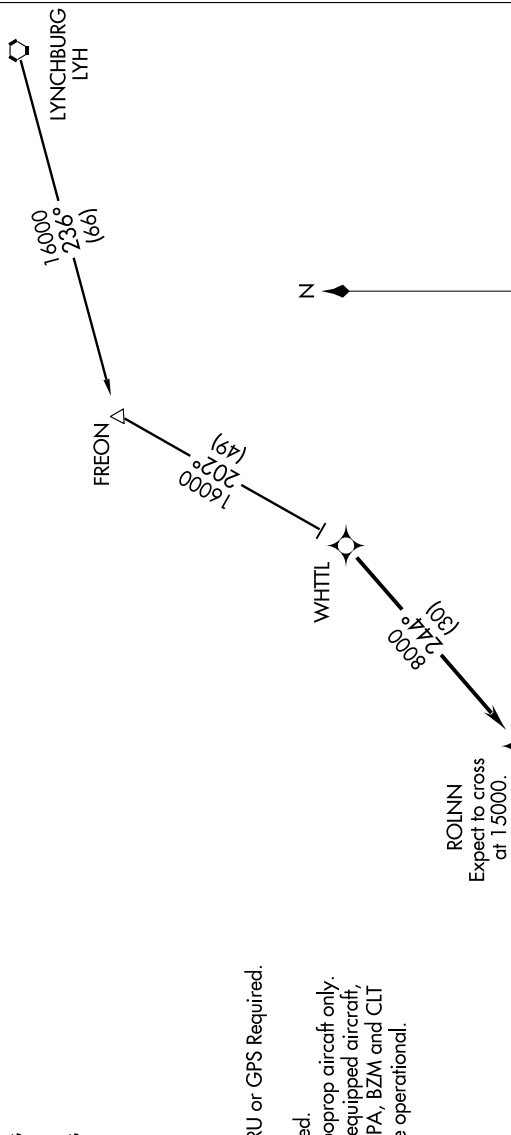
## WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 23 SEP 2010 to 21 OCT 2010

GREENVILLE-SPARTANBURG  
INTL APP CON ★  
118.8 385.4  
GREENVILLE-SPARTANBURG  
INTL ATIS  
134.25

NOTE: DME/DME/IRU or GPS Required.  
NOTE: RNAV 1.  
NOTE: Radar Required.  
NOTE: Turbojet/Turboprop aircraft only.  
NOTE: For non-GPS equipped aircraft,  
RDU, GSO, SPA, BZM and CLT  
DMEs must be operational.



NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

## LYNCHBURG TRANSITION (LYH.WHTTL1):

From WHTTL via 244° track to ROLNN, then via 243° track to CEMUM, then via 243° track to SPA VORTAC. Expect radar vectors.

LOST COMMUNICATIONS: Standard

GREENVILLE-SPARTANBURG  
INTL-ROGER MILLIKEN  
PICKENS COUNTY  
GREENVILLE  
DOWNTOWN  
SPARTANBURG  
DOWNTOWN  
MEMORIAL  
DONALDSON CENTER

## WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 23 SEP 2010 to 21 OCT 2010

**GREENVILLE DOWNTOWN** (GMU) 3 E UTC-5(-4DT) N34°50.88' W82°21.00'

ATLANTA

1048 B S4 FUEL 100LL, JET A OX 3, 4 TPA—See Remarks NOTAM FILE GMU

H-9B, 12G, L-24J, 25C

RWY 01-19: H5393X100 (ASPH-GRVD) S-44, D-60, 2D-95 HIRL 1.1% up N

IAP, AD

RWY 01: REIL. MALSF. PAPI(P4L) TCH 35'.

RWY 19: REIL. PAPI(P4L) TCH 30'. Tree. Rgt tfc.

RWY 10-28: H3998X80 (ASPH) S-20 MIRL 0.5% up E

RWY 10: Thld dspcd 265'.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Thld dspcd 270'. Tree. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 10: TORA-3998 TODA-3998 ASDA-3728 LDA-3463

RWY 28: TORA-3998 TODA-3998 ASDA-3733 LDA-3463

**ARRESTING GEAR/SYSTEM**

RWY 01: EMAS

**AIRPORT REMARKS:** Attended Mon-Fri 1000-0300Z†, Sat-Sun

1100-1300Z†. CAUTION—Aircraft operating in Airport Traffic Area south thru east be alert for jet and conventional tfc descending on Greenville-Spartanburg localizer course. Acft inbound from the SSW or on ILS Rwy 01 apch, be alert for tfc 4.5 miles S opr in the Donaldson Center arpt tfc pattern at 1800 ft or below.

TPA—1848(800) for light aircraft, 2048(1000) for heavy aircraft.

No acft permitted on Twy C or Twy D when acft greater than

12,500 lbs is operating on Rwy 10-28. Rwy 10-28 restricted to small acft less than 12,500 lbs when acft is operating on Twy C or Twy D. When twr clsd ACTIVATE HIRL Rwy 01-19, REIL Rwy 01, Rwy 19 and perimeter lights H1 and H2—CTAF.

**WEATHER DATA SOURCES:** ASOS 127.075 (864) 239-0014. LAWRS.**COMMUNICATIONS:** CTAF 119.9 UNICOM 122.95

Ⓡ GREER APP/DEP CON 118.8 (1100-0445Z†) ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

TOWER 119.9 (1200-0300Z†) GND CON 121.25

**AIRSPACE:** CLASS D svc 1200-0300Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

SPARTANBURG (H) VORTAC 115.7 SPA Chan 104 N35°02.02' W81°55.62' 244° 23.6 NM to fld. 910/02W.

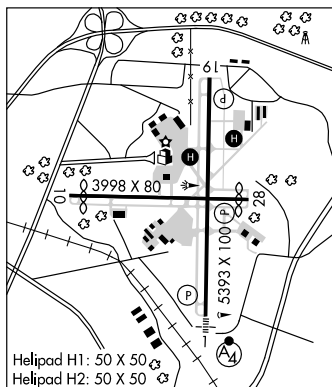
JUDKY NDB (LOM) 521 GM N34°46.81' W82°20.99' 005° 4.1 NM to fld.

ILS 109.7 I-GMU Rwy 01. Class IB. LOM JUDKY NDB. GS unusable blo 1216' MSL. (ILS unmonitored when twr closed).

ASR (1130-0500Z†)

HELIPAD H1: H50X50 (CONC)

HELIPAD H2: H50X50 (CONC)

**HELIPORT REMARKS:** No overnight parking on helipads. ACTIVATE perimeter lgts H1 and H2—CTAF.**GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN** (See GREER)**GREENWOOD CO** (GRD) 3 N UTC-5(-4DT) N34°14.92' W82°09.55'

ATLANTA

631 B S3 FUEL 100LL, JET A NOTAM FILE GRD

H-9B, 12G, L-24J

RWY 09-27: H5003X100 (ASPH) S-30, D-57.5 MIRL

IAP

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 52'. Tree.

RWY 27: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 52'.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z†, Sun

1600-2200Z†. Taxiway A parallel to Rwy 09-27 grade extreme with dropoffs each side of taxiway. MIRL Rwy 09-27 preset on med ints dusk-0400Z†; to increase ints and ACTIVATE REIL Rws 09 and 27—CTAF; After 0400Z† ACTIVATE MIRL Rwy 09-27 and REIL Rws 09 and 27 and ODALS Rwy 27—CTAF.

**WEATHER DATA SOURCES:** ASOS 121.125 (864) 388-9115.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 115.5T (ANDERSON RADIO)

RCO 122.625 (ANDERSON RADIO)

GREER APP/DEP CON 120.6 (1100-0445Z†)

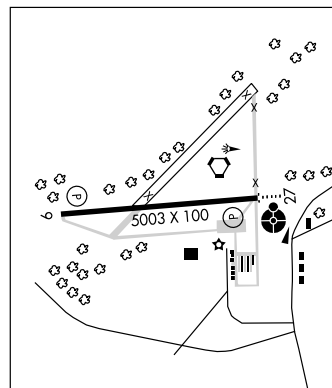
ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GRD.

(H) VORTAC 115.5 GRD Chan 102 N34°15.09' W82°09.25' at fld. 630/01W.

CORONACA NDB (MHW) 239 GIW N34°15.22' W82°05.17'

269° 3.6 NM to fld.



|            |     |             |                 |             |
|------------|-----|-------------|-----------------|-------------|
| NDB        | GIW | APP CRS     | Rwy Idg<br>TDZE | <b>5003</b> |
| <b>239</b> |     | <b>269°</b> | <b>629</b>      | <b>631</b>  |
|            |     |             | Apt Elev        |             |

# NDB or GPS RWY 27

## GREENWOOD COUNTY (GRD)

When local altimeter setting not received, use Anderson altimeter setting. Inoperative table does not apply to S-27 Cat. C and Anderson altimeter setting minimums S-27 Cat. C.

ODALS

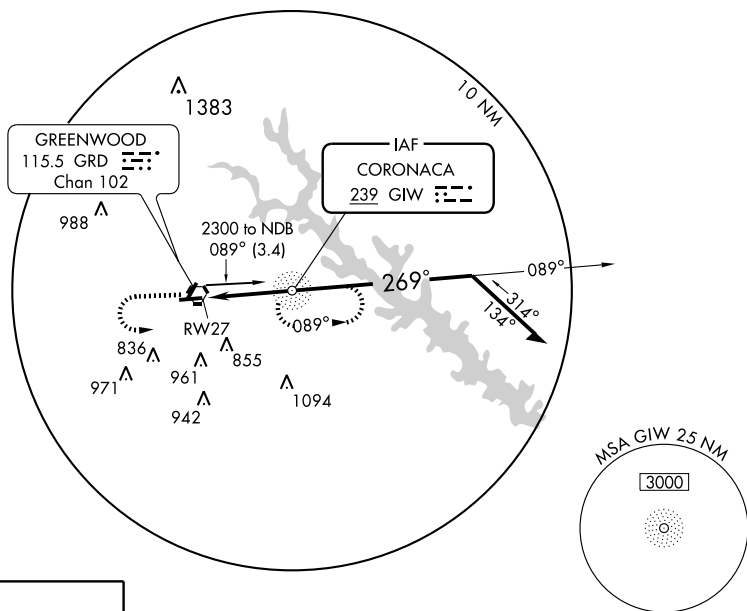


MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 direct GIW NDB and hold.

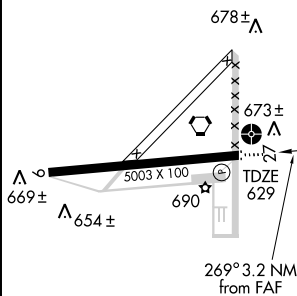
ASOS  
**121.125**

GREER APP CON ★  
**120.6 350.2**

UNICOM  
**122.8(CTAF) 0**



ELEV 631



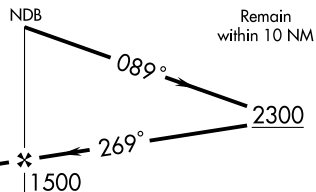
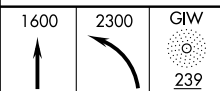
MIRL Rwy 9-27 0  
REIL Rwy 9 and 27 0

FAF to MAP 3.2 NM

| Knots   | 60   | 90   | 120  | 150  | 180  |
|---------|------|------|------|------|------|
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |

GREENWOOD, SOUTH CAROLINA

Amdt 1A 08353



| CATEGORY                            | A                                 | B                                       | C  | D  |
|-------------------------------------|-----------------------------------|---|--|--|
| S-27                                | 1060- <sup>3</sup> / <sub>4</sub> | 431 (500- <sup>3</sup> / <sub>4</sub> ) | 1060-1 <sup>1</sup> / <sub>4</sub><br>431 (500-1 <sup>1</sup> / <sub>4</sub> ) | 1060-1 <sup>1</sup> / <sub>2</sub><br>431 (500-1 <sup>1</sup> / <sub>2</sub> ) |
| CIRCLING                            | 1080-1<br>449 (500-1)             | 1100-1<br>469 (500-1)                   | 1100-1 <sup>1</sup> / <sub>2</sub><br>469 (500-1 <sup>1</sup> / <sub>2</sub> ) | 1280-2<br>649 (700-2)  |
| ANDERSON ALTIMETER SETTING MINIMUMS |                                   |   |  |  |
| S-27                                | 1160- <sup>3</sup> / <sub>4</sub> | 531 (600- <sup>3</sup> / <sub>4</sub> ) | 1160-1 <sup>1</sup> / <sub>2</sub><br>531 (600-1 <sup>1</sup> / <sub>2</sub> ) | 1160-1 <sup>3</sup> / <sub>4</sub><br>531 (600-1 <sup>3</sup> / <sub>4</sub> ) |
| CIRCLING                            | 1180-1                            | 549 (600-1)                             | 1180-1 <sup>1</sup> / <sub>2</sub><br>549 (600-1 <sup>1</sup> / <sub>2</sub> ) | 1360-2 <sup>1</sup> / <sub>4</sub><br>729 (800-2 <sup>1</sup> / <sub>4</sub> ) |

GREENWOOD COUNTY (GRD)

34°15'N-82°10'W

NDB or GPS RWY 27

|   |                        |   |
|---|------------------------|---|
| VORTAC GRD<br><b>115.5</b><br>Chan <b>102</b> | APP CRS<br><b>080°</b> | Rwy Idg <b>5003</b><br>TDZE <b>631</b><br>Apt Elev <b>631</b> |
|---|------------------------|---|

# VOR or GPS RWY 9

GREENWOOD COUNTY (GRD)

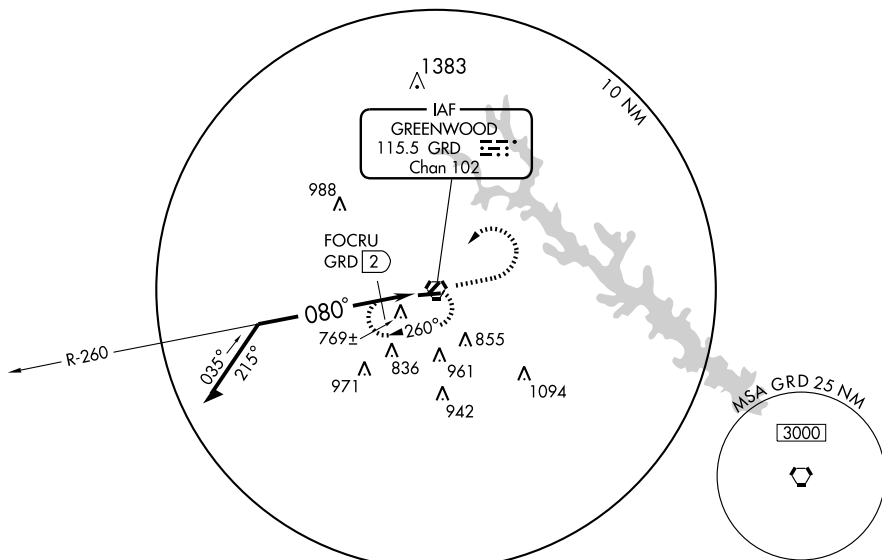
**⚠** When local altimeter setting not received, use Anderson altimeter setting and increase all MDA 100 feet and S-9 and FOCRU FIX MINIMUMS Cats. C and D visibility ¼ mile, Circling Cat. D visibility ½ mile.

**MISSED APPROACH:** Climb to 1600 then climbing left turn to 2300 direct GRD VORTAC and hold.

ASOS  
**121.125**

GREER APP CON ★  
**120.6 350.2**

UNICOM  
**122.8 (CTAF) 0**



ELEV 631

Remain  
within 10 NM

VORTAC

1600

2300

GRD  
115.5

2300

260°

080°

1100\*

FOCRU  
GRD 2

2 NM

\*1200 when using Anderson altimeter setting.

080° to  
GRD VORTAC

678±

5003 X 100

669±

673±

690

654±

TDZE  
631

FOCRU FIX MINIMUMS

| CATEGORY           | A                     | B                     | C                       | D                       |
|--------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| S-9                | 1100-1                | 469 (500-1)           | 1100-1¼<br>469 (500-1¼) | 1100-1½<br>469 (500-1½) |
| CIRCLING           | 1100-1                | 469 (500-1)           | 1100-1½<br>469 (500-1½) | 1280-2<br>649 (700-2)   |
| FOCRU FIX MINIMUMS |                       |                       |                         |                         |
| S-9                | 1020-1 389 (400-1)    |                       |                         | 1020-1¼<br>389 (400-1¼) |
| CIRCLING           | 1080-1<br>449 (500-1) | 1100-1<br>469 (500-1) | 1100-1½<br>469 (500-1½) | 1280-2<br>649 (700-2)   |

MIRL Rwy 9-27 0  
REIL Rwys 9 and 27 0



|   |                        |   |
|---|------------------------|---|
| VORTAC GRD<br><b>115.5</b><br>Chan <b>102</b> | APP CRS<br><b>280°</b> | Rwy Idg <b>5003</b><br>TDZE <b>629</b><br>Apt Elev <b>631</b> |
|---|------------------------|---|

# VOR RWY 27

## GREENWOOD COUNTY (GRD)

When local altimeter setting not received, use Anderson altimeter setting and increase all MDA 100 feet and S-27 Cats. C and D visibility  $\frac{1}{4}$  mile, Circling Cat. C visibility  $\frac{1}{4}$  mile and Cat. D visibility  $\frac{1}{2}$  mile, CEPUK FIX MINIMUMS: Increase S-27 Cat. C visibility  $\frac{1}{2}$  mile, Cat. D visibility  $\frac{1}{4}$  mile, Circling Cat. D visibility  $\frac{1}{2}$  mile. Inoperative table does not apply to S-27 Cat. C. When using Anderson altimeter setting, inoperative table does not apply to S-27 Cat. C or CEPUK FIX MINIMUMS: S-27 Cat. C.

ODALS

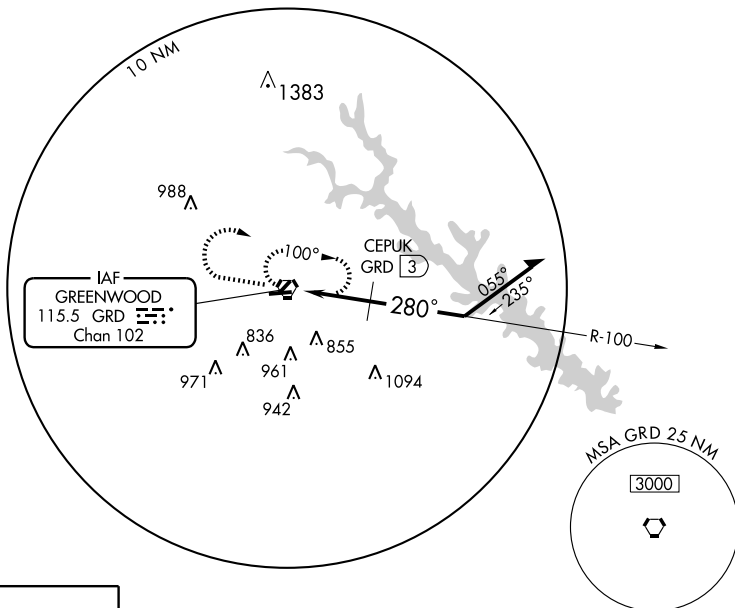


MISSED APPROACH: Climb to 1800 then climbing right turn to 2300 direct GRD VORTAC and hold.

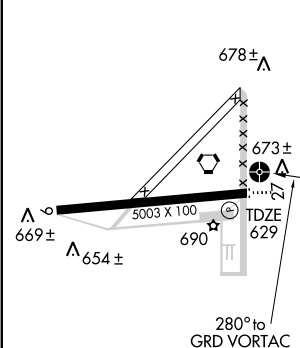
ASOS  
**121.125**

GREER APP CON ★  
**120.6 350.2**

UNICOM  
**122.8 (CTAF) 0**



ELEV 631



|      |      |       |
|------|------|-------|
| 1800 | 2300 | GRD   |
| ↑    | ↘    | 115.5 |

VORTAC

Remain within 10 NM

CEPUK  
GRD (3)

1240\*

\* 1340 when using Anderson altimeter setting.

| CATEGORY           | A   | B                         | C  | D  |
|--------------------|---|---------------------------|--|--|
| S-27               | 1240- $\frac{3}{4}$                           | 611 (700- $\frac{3}{4}$ ) | 1240-1 $\frac{3}{4}$<br>611 (700-1 $\frac{3}{4}$ ) | 1240-2<br>611 (700-2)                              |
| CIRCLING           | 1240-1  | 609 (700-1)               | 1240-1 $\frac{3}{4}$<br>609 (700-1 $\frac{3}{4}$ ) | 1280-2<br>649 (700-2)                              |
| CEPUK FIX MINIMUMS |   |                           |  |  |
| S-27               | 1020- $\frac{3}{4}$ 391 (400- $\frac{3}{4}$ ) |                           |  | 1020-1 $\frac{1}{4}$<br>391 (400-1 $\frac{1}{4}$ ) |
| CIRCLING           | 1080-1<br>449 (500-1)                         | 1100-1<br>469 (500-1)     | 1100-1 $\frac{1}{2}$<br>469 (500-1 $\frac{1}{2}$ ) | 1280-2<br>649 (700-2)                              |

MIRL Rwy 9-27 0  
REIL Rws 9 and 27 0

GREENWOOD, SOUTH CAROLINA

Amdt 12B 08353

34°15'N-82°10'W

GREENWOOD COUNTY (GRD)

VOR RWY 27

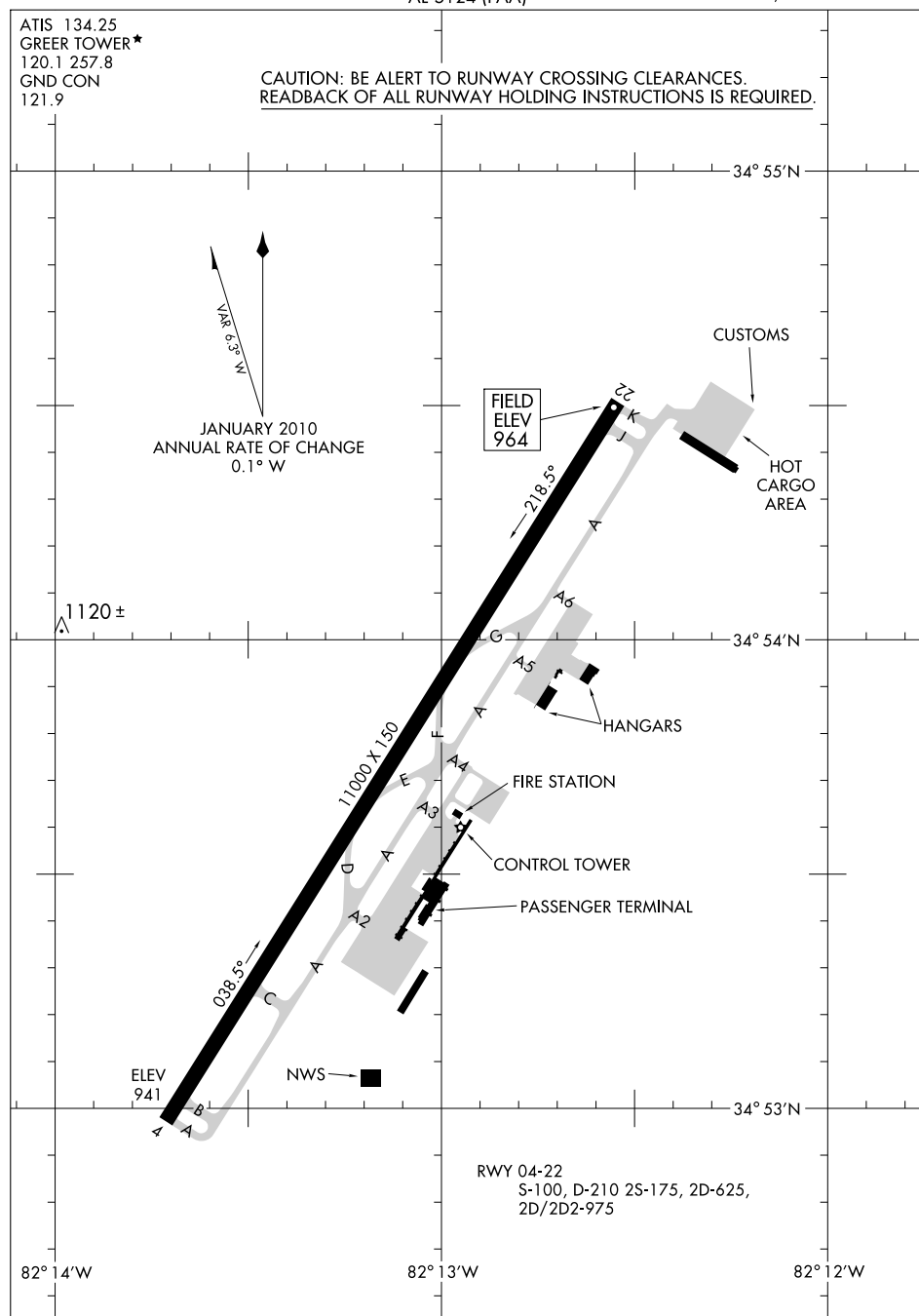
## AIRPORT DIAGRAM

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)  
AL-5124 (FAA)

GREER, SOUTH CAROLINA

ATIS 134.25  
GREER TOWER ★  
120.1 257.8  
GND CON  
121.9

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



## AIRPORT DIAGRAM

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)  
GREER, SOUTH CAROLINA

## GREER

GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP) 3 S UTC-5(-4DT)

ATLANTA

N34°53.74' W82°13.13'

H-9B, 12G, L-24J, 25C

964 B S4 FUEL 100LL, JET A OX 2, 4 LRA Class I, ARFF Index C

IAP, AD

NOTAM FILE GSP

RWY 04-22: H11000X150 (ASPH-CONC-GRVD) S-100, D-210, 2S-175, 2D-625, 2D/2D2-975 HIRL CL

RWY 04: ALSF2. TDZL. Rgt tfc. RWY 22: MALSR. VASI(V4R)—GA 3.0° TCH 51'.

**AIRPORT REMARKS:** Attended continuously. Fuel icing inhibitor avbl. Rwy 04 and Rwy 22 touchdown, midpoint and rollout RVR avbl. Rwy 04 ALSF2 Step 3 only avbl 0445-1100Z†. When twr is clsd ACTIVATE HIRL Rwy 04-22 and MALSR Rwy 22—CTAF. Flight Notification Service (ADCUS) avbl.

**WEATHER DATA SOURCES:** ASOS (864) 879-0614. LLWAS**COMMUNICATIONS:** CTAF 120.1 ATIS 134.25 UNICOM 122.95

GREER RCO 122.65 122.2 (ANDERSON RADIO)

Ⓡ GREER APP/DEP CON 118.8 (West) 119.4 (East) 120.6 (1100-0445Z†)

ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

GREER TOWER 120.1 (1100-0445Z†) GND CON 121.9

**AIRSPACE:** CLASS C svc 1100-0445Z† ctc APP CON other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

SPARTANBURG (H) VORTAC 115.7 SPA Chan 104 N35°02.02' W81°55.62' 242° 16.6 NM to fld. 910/02W.

GREER NDB (LOM) 287 GS N34°48.93' W82°16.81' 038° 5.7 NM to fld. (Unmonitored when twr clsd).

ILS 109.3 I-GSP Rwy 04. Class IIIE. LOM GREER NDB.

ILS 110.7 I-LMJ Rwy 22. Class IB. (LOC course width 4.25°). ILS unusable 0445-1100Z†.

ASR (1100-0445Z†)

GREER N34°48.93' W82°16.81' NOTAM FILE GSP.

ATLANTA

NDB (LOM) 287 GS 038° 5.7 NM to Greenville-Spartanburg Intl.-Roger Milliken.

L-24J, 25C

(Unmonitored when twr clsd).

RCO 122.65 122.2 (ANDERSON RADIO) at Greenville-Spartanburg Intl.-Roger Milliken.

HAMPTON-VARNVILLE (3J0) 1 E UTC-5(-4DT) N32°52.06' W81°04.99'

CHARLOTTE

113 NOTAM FILE AND

L-24I

RWY 11-29: H3580X60 (ASPH) S-8

RWY 11: Tree.

RWY 29: Tree.

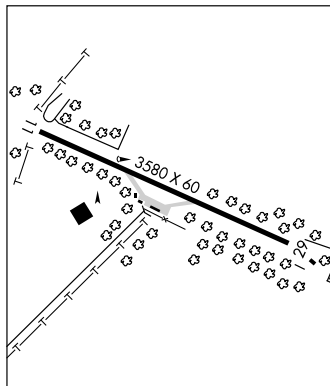
**AIRPORT REMARKS:** Unattended. Marked water tank approximately 680' from Rwy 29.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78'

W81°11.95' 014° 43.6 NM to fld. 9/6W.

HIWAS.







|                           |                        |                             |  |
|---------------------------|------------------------|-----------------------------|--|
| LOC I-GSP<br><b>109.3</b> | APP CRS<br><b>038°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>11000</b><br><b>947</b><br><b>964</b> |
|---------------------------|------------------------|-----------------------------|--|

GREER/  
GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

**ILS RWY 4 (CAT II)**  
GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)



ALSF-2



MISSED APPROACH: Climb  
to 3000 then right turn direct  
SPA VORTAC and hold.

ATIS  
**134.25**

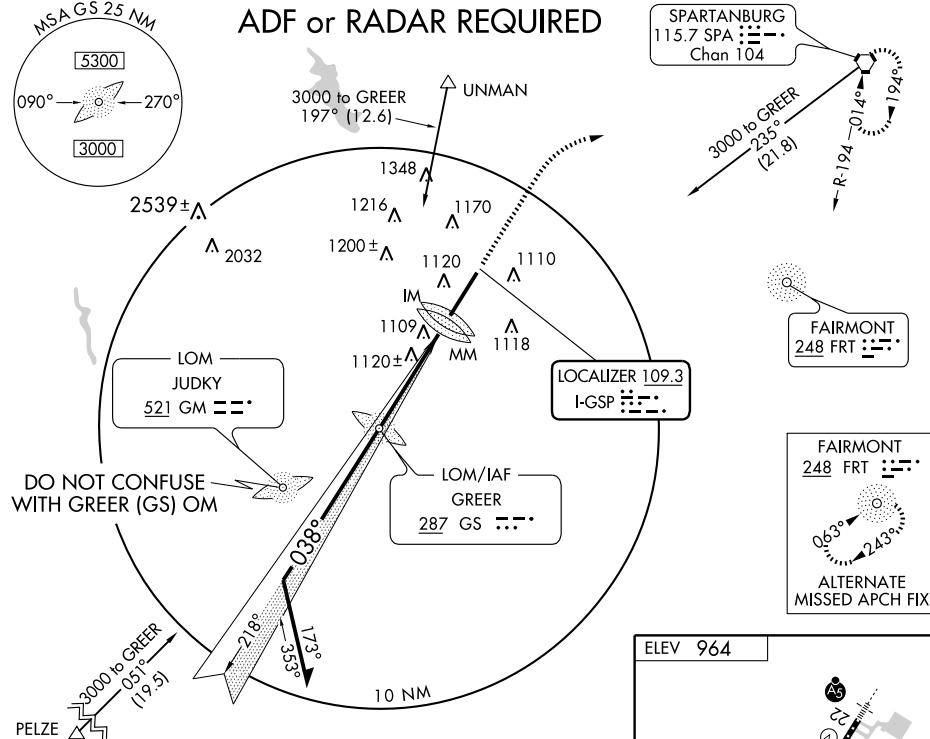
GREER APP CON ★  
**118.8 385.4**

GREER TOWER ★  
**120.1 (CTAF) 257.8**

GND CON  
**121.9**

UNICOM  
**122.95**

## ADF or RADAR REQUIRED



Remain  
within 10 NM

GREER  
LOM

3000

SPA  
115.7

3000

2537

MM

DH  
RA 145

IM

947  
MSL

GS 3.00°  
TCH 55

2600

038°

4.3 NM

1587'

1013'

1010'

CATEGORY

A

B

C

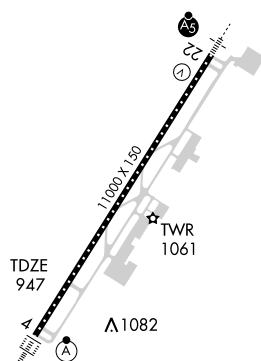
D

S-ILS 4

RA 145/12 100 DA 1047

**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

ELEV 964



HIRL Rwy 4-22  
TDZ/CL Rwy 4



WAAS  
CH 78103  
W04A

APP CRS  
**038°**

|          |              |
|----------|--------------|
| Rwy Idg  | <b>11000</b> |
| TDZE     | <b>947</b>   |
| Apt Elev | <b>964</b>   |

## RNAV (GPS) RWY 4

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)



If local altimeter setting not received, use Greenville Downtown altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Greenville Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2



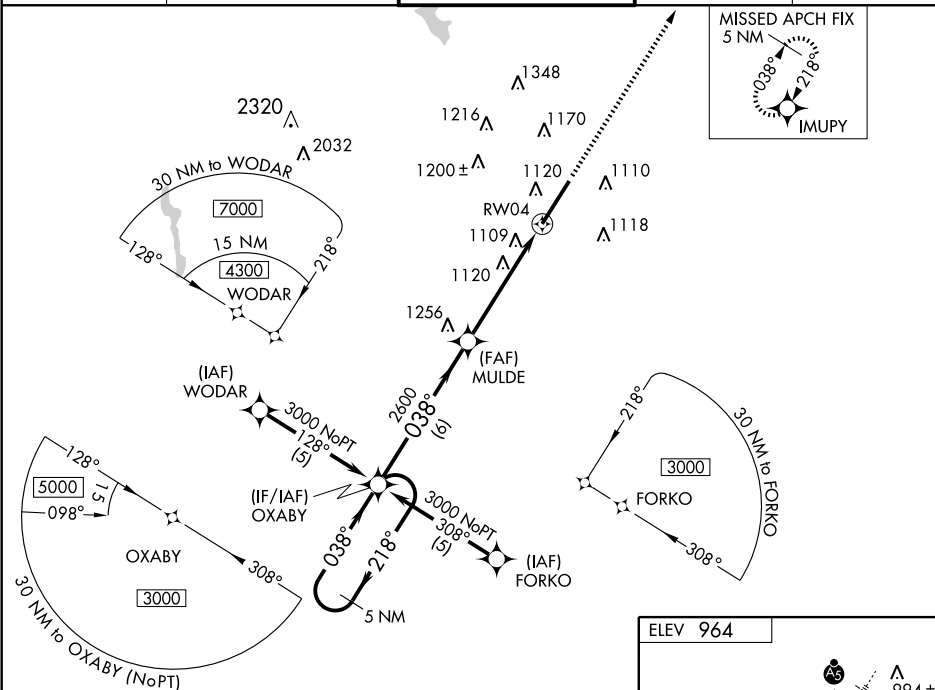
**MISSED APPROACH:**  
Climb to 3000 direct  
IMUPY and hold.

134.25

GREER APP CON★  
118.8 385.4

GREER TOWER ★  
120.1(CTAF) **L** 257.8

GND CON  
**121.9**

UNICOM  
122.95

5 NM  
Holding Pattern

OXABY

$$\frac{3000}{038^\circ} \xleftarrow{218^\circ}$$

MULTI

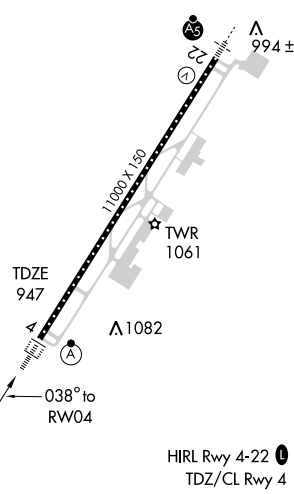
\*1.3 NM to RW04

GS 3.00'  
TCH 55

|      |        |        |  |
|------|--------|--------|--|
| 6 NM | 3.6 NM | 1.3 NM |  |
|------|--------|--------|--|

| CATEGORY     | A                    | B | C                       | D                      |
|--------------|----------------------|---|-------------------------|------------------------|
| LPV DA       | 1147/24 200 (200-½)  |   |                         |                        |
| LNAV/VNAV DA | 1422/60 475 (500-1¼) |   |                         |                        |
| LNAV MDA     | 1420/24 473 (500-½)  |   | 1420/40<br>473 (500-¾)  | 1420/50<br>473 (500-1) |
| CIRCLING     | 1420-1 456 (500-1)   |   | 1420-1½<br>456 (500-1½) | 1520-2<br>556 (600-2)  |

ELEV 964



GREER, SOUTH CAROLINA  
Amdt 1 08101

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)  
34° 54'N - 82° 13'W **RNAV (GPS) RWY 4**

RNAV (GPS) RWY 4

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2. 23 SEP 2010 to 21 OCT 2010



|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>99602</b><br><b>W22A</b> | APP CRS<br><b>218°</b> | Rwy Idg <b>11000</b><br>TDZE <b>964</b><br>Apt Elev <b>964</b> |
|--|------------------------|--|

## RNAV (GPS) RWY 22

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

**T** If local altimeter setting not received, use Greenville Downtown altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Greenville  
**A** Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV  
ASR NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.  
For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000.

MALSR



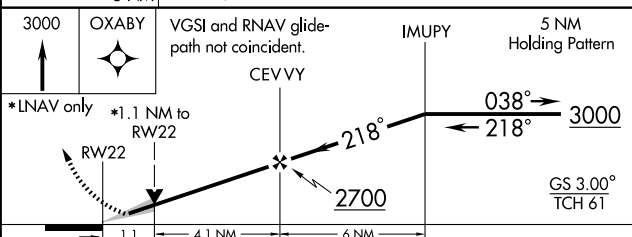
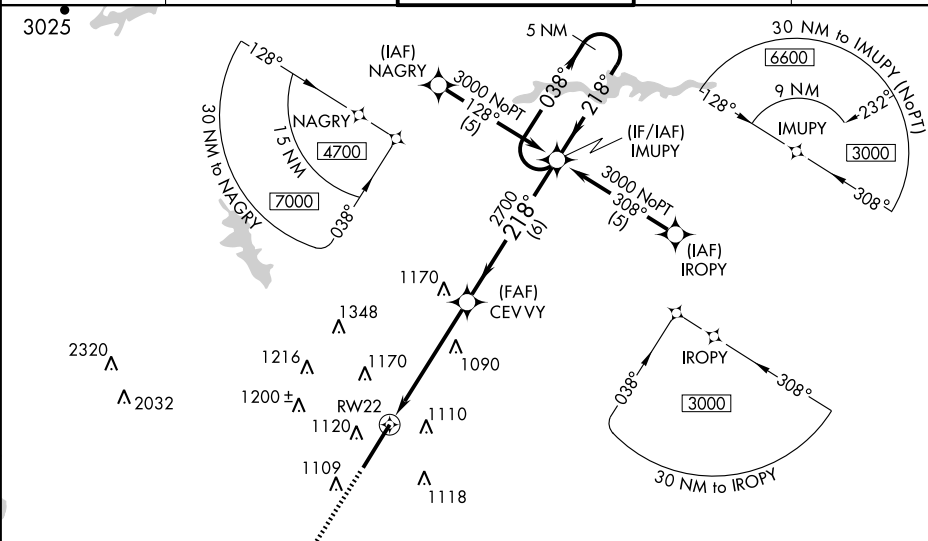
**MISSED APPROACH:**  
Climb to 3000 direct  
OXABY and hold.

ATIS  
**134.25**

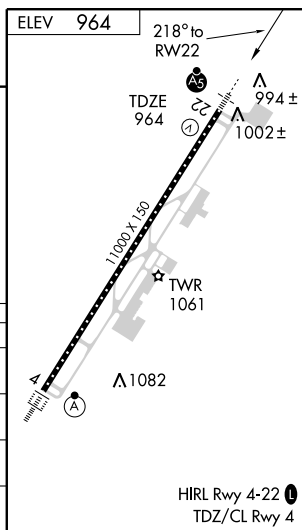
GREER APP CON ★  
118.8 385.4

GREER TOWER★  
120.1(CTAF) 257.8

GND CON  
121.9

UNICOM  
122.95

| CATEGORY      | A                   | B | C                       | D                      |
|---------------|---------------------|---|-------------------------|------------------------|
| LPV DA        | 1164/24 200 (200-½) |   |                         |                        |
| RNAV/ VNAV DA | 1367/40 403 (500-¾) |   |                         |                        |
| RNAV MDA      | 1360/24 396 (400-½) |   |                         | 1360/50<br>396 (400-1) |
| CIRCLING      | 1420-1 456 (500-1)  |   | 1420-1½<br>456 (500-1½) | 1520-2<br>556 (600-2)  |



GREER, SOUTH CAROLINA  
Amdt 1 08101

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)  
34° 54'N - 82° 13'W      PNAY (GPS) PWY 22

RNAV (GPS) RWY 22

SE-2, 23 SEP 2010 to 21 OCT 2010

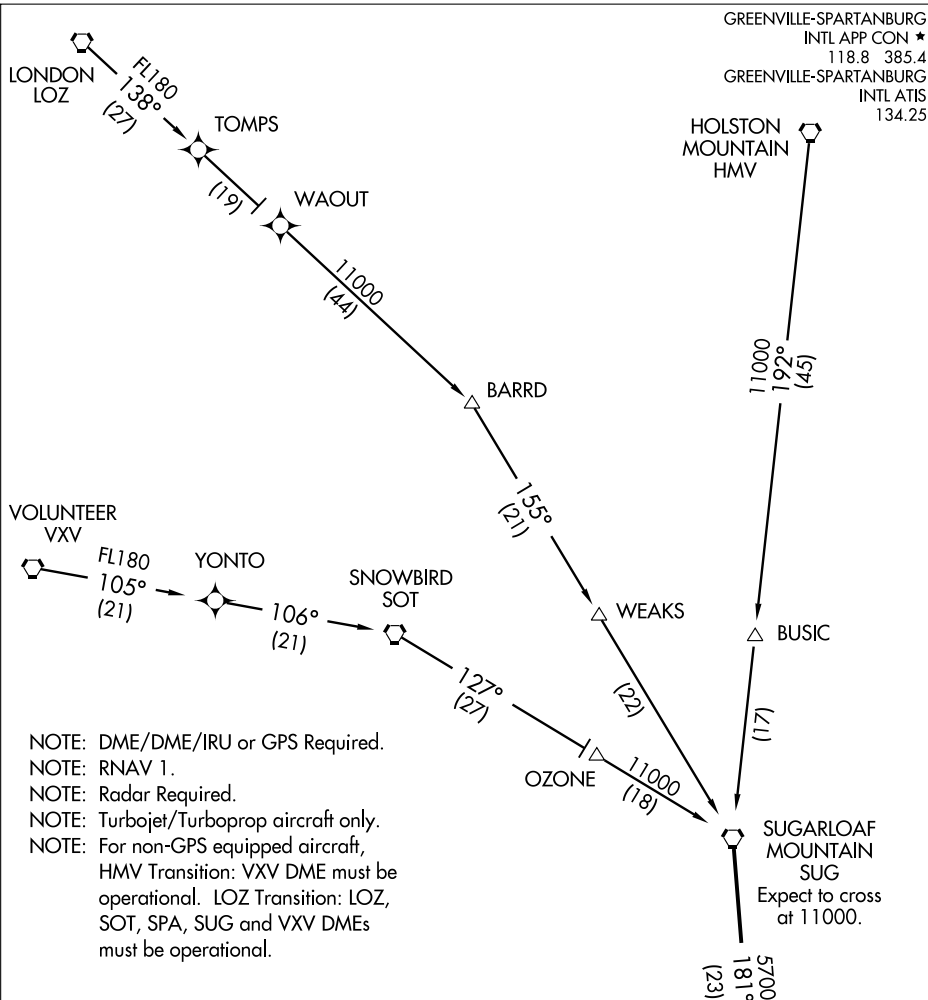
SE-2. 23 SEP 2010 to 21 OCT 2010

(UNMAN.UNMAN1) 10210

## UNMAN ONE ARRIVAL (RNAV)

ST-179 (FAA)

GREENVILLE, SOUTH CAROLINA



## ARRIVAL ROUTE DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.UNMAN1):LONDON TRANSITION (LOZ.UNMAN1):VOLUNTEER TRANSITION (VXV.UNMAN1):

From SUG VORTAC via 181° track to UNMAN.  
 Expect radar vectors.

LOST COMMUNICATIONS: Standard

UNMAN

GREENVILLE-SPARTANBURG  
INTL-ROGER MILLIKENPICKENS  
COUNTYGREENVILLE  
DOWNTOWN

DONALDSON CENTER

SPARTANBURG  
DOWNTOWN  
MEMORIAL

## UNMAN ONE ARRIVAL (RNAV)

(UNMAN.UNMAN1) 10210

GREENVILLE, SOUTH CAROLINA

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

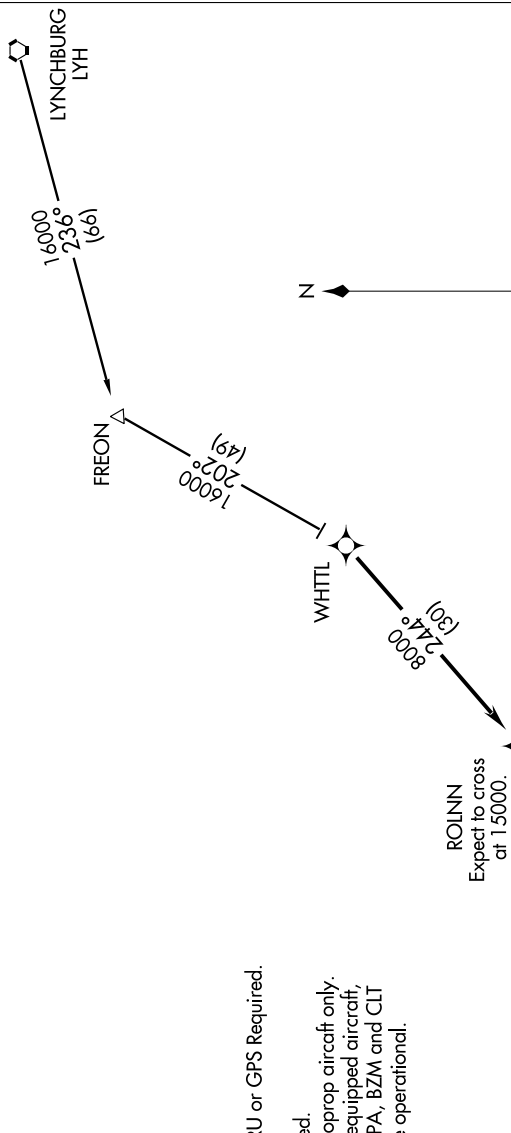
## WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 23 SEP 2010 to 21 OCT 2010

GREENVILLE-SPARTANBURG  
INTL APP CON ★  
118.8 385.4  
GREENVILLE-SPARTANBURG  
INTL ATIS  
134.25

NOTE: DME/DME/IRU or GPS Required.  
NOTE: RNAV 1.  
NOTE: Radar Required.  
NOTE: Turbojet/Turboprop aircraft only.  
NOTE: For non-GPS equipped aircraft,  
RDU, GSO, SPA, BZM and CLT  
DMEs must be operational.



NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

## LYNCHBURG TRANSITION (LYH.WHTTL1):

From WHTTL via 244° track to ROLNN, then via 243° track to CEMUM, then via 243° track to SPA VORTAC. Expect radar vectors.

LOST COMMUNICATIONS: Standard

## WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 23 SEP 2010 to 21 OCT 2010

**HARTSVILLE RGNL** (HVS) 3 NW UTC-5(-4DT) N34°24.19' W80°07.15'

CHARLOTTE

364 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-24J, 25E, 36E

RWY 03-21: H5000X75 (ASPH) S-30 MIRL 0.4% up NE

IAP

RWY 03: PAPI (P2L)—GA 3.0°TCH 28'. Tree. Rgt tfc.

RWY 21: PAPI (P2L)—GA 3.0° TCH 23'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z+, Sat-Sun

1400-2200Z+. +300' antenna 2.5 miles SW of arpt. MIRL Rwy

03-21 preset on low ints dusk-0200Z+; to increase ints

ACTIVATE—CTAF. After 0200Z+ ACTIVATE MIRL—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.225 (843) 339-9625.

COMMUNICATIONS: CTAF/UNICOM 122.8

⑧ SHAW APP/DEP CON 125.4 (1200-0430Z+)

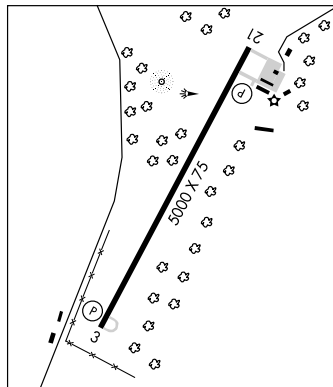
JAX CENTER APP/DEP CON 124.7 (0430-1200Z+)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

CHESTERFIELD (L) VOR/DME 108.2 CTF Chan 19 N34°39.03'

W80°16.50' 155° 16.7 NM to fld. 560/03W.

NDB (MHW) 341 HVS N34°24.40' W80°07.20' at fld.

**HEMINGWAY-STUCKEY** (38J) 3 SW UTC-5(-4DT) N33°43.72' W79°30.96'

CHARLOTTE

54 NOTAM FILE AND

L-24J, 36E

RWY 11-29: H3386X50 (ASPH) S-8

RWY 11: Tree.

RWY 29: Tree.

AIRPORT REMARKS: Unattended. Arpt CLOSED except with PPR. Call 843-933-0016 for PPR. Rwy 29 75' trees 200' from thld across entire apch. Rwy 11 15' dirt road 40' from thld. Rwy 11-29 cracked with grass growth. Rwy 11-29 pavement is cracking badly and has grass growing through cracks.

COMMUNICATIONS: CTAF 122.9

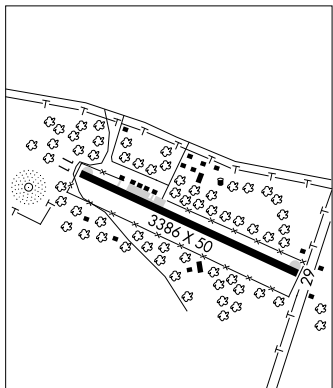
RADIO AIDS TO NAVIGATION: NOTAM FILE FLO.

FLORENCE (H) VORTAC 115.2 FLO Chan 99 N34°13.98'

W79°39.43' 170° 31 NM to fld. 110/03W. HIWAS.

STUCKEY NDB (MHW) 236 HEK N33°43.71' W79°31.50'

at fld. NOTAM FILE AND. Out of svc indefinitely.



|                       |                        |                             |   |
|-----------------------|------------------------|-----------------------------|---|
| NDB HVS<br><b>341</b> | APP CRS<br><b>023°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>349</b><br><b>364</b> |
|-----------------------|------------------------|-----------------------------|---|

# NDB RWY 3

HARTSVILLE RGNL (HVS)

**▼** When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet, increase S-3 Cat B and Circling Cat C visibility  $\frac{1}{2}$  mile, and increase S-3 Cat C  $\frac{1}{2}$  mile.

**▲ NA**

**MISSED APPROACH:** Climb to 2000 then left turn direct HVS NDB and hold.

AWOS-3  
**118.225**

SHAW APP CON ★  
**125.4 285.4**

UNICOM  
**122.8 (CTAF) 0**

**CHESTERFIELD**  
108.2 CTF  
Chan 19

2100  
(16.5)

898

IAF  
**HARTSVILLE**  
341 HVS

681

690

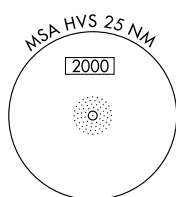
577

531

572

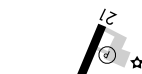
825

10 NM



ELEV 364

MIRL Rwy 3-21



TDZE  
349

023° to  
HVS NDB

2000 to NDB  
024° (20.5)

CHART INT  
FLO 30.4

2000  
297°  
(25.2)

**FLORENCE**  
115.2 FLO  
Chan 99

Remain  
within 10 NM

NDB

2000

203°

023°

2000

HVS

341

| CATEGORY | A                  | B | C   | D  |
|----------|--------------------|---|---|----|
| S-3      | 1000-1 651 (700-1) |   | 1000-1 $\frac{3}{4}$ 651 (700-1 $\frac{3}{4}$ ) | NA |
| CIRCLING | 1000-1 636 (700-1) |   | 1000-1 $\frac{3}{4}$ 636 (700-1 $\frac{3}{4}$ ) | NA |

|                       |                        |                             |                           |
|-----------------------|------------------------|-----------------------------|---------------------------|
| NDB HVS<br><b>341</b> | APP CRS<br><b>218°</b> | Rwy ldg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>364</b> |
|-----------------------|------------------------|-----------------------------|---------------------------|

# NDB RWY 21

## HARTSVILLE RGNL (HVS)

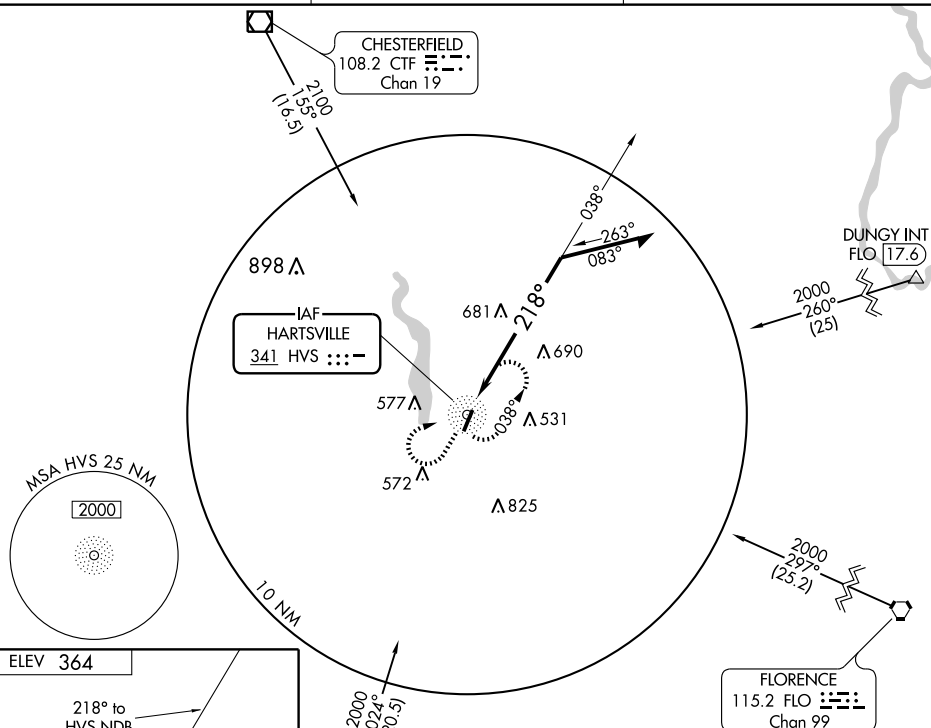
Visibility reduction by helicopters NA. When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet, increase S-21 and Circling Cats B and C visibility ½ mile.

MISSED APPROACH: Climb to 2000 then right turn direct HVS NDB and hold.

AWOS-3  
**118.225**

SHAW APP CON ★  
**125.4 285.4**

UNICOM  
**122.8 (CTAF) ①**



ELEV 364

218° to  
HVS NDB

TDZE  
364

CHART  
FLO 30.4

FLORENCE  
115.2 FLO  
Chan 99

|      |            |
|------|------------|
| 2000 | HVS<br>341 |
|------|------------|

NDB

Remain  
within 10 NM

038°  
218°  
2000

MIRL Rwy 3-21 ①

HARTSVILLE, SOUTH CAROLINA

Amdt 1 09295

HARTSVILLE RGNL (HVS)

# NDB RWY 21

34° 24'N-80° 07'W

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>5000</b> |
| <b>029°</b> | TDZE     | <b>349</b>  |
|             | Apt Elev | <b>364</b>  |

# RNAV (GPS) RWY 3

HARTSVILLE RGNL (HVS)

**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet, and LNAV Cat C visibility ¼ mile.

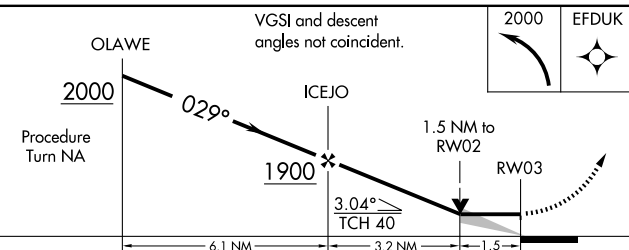
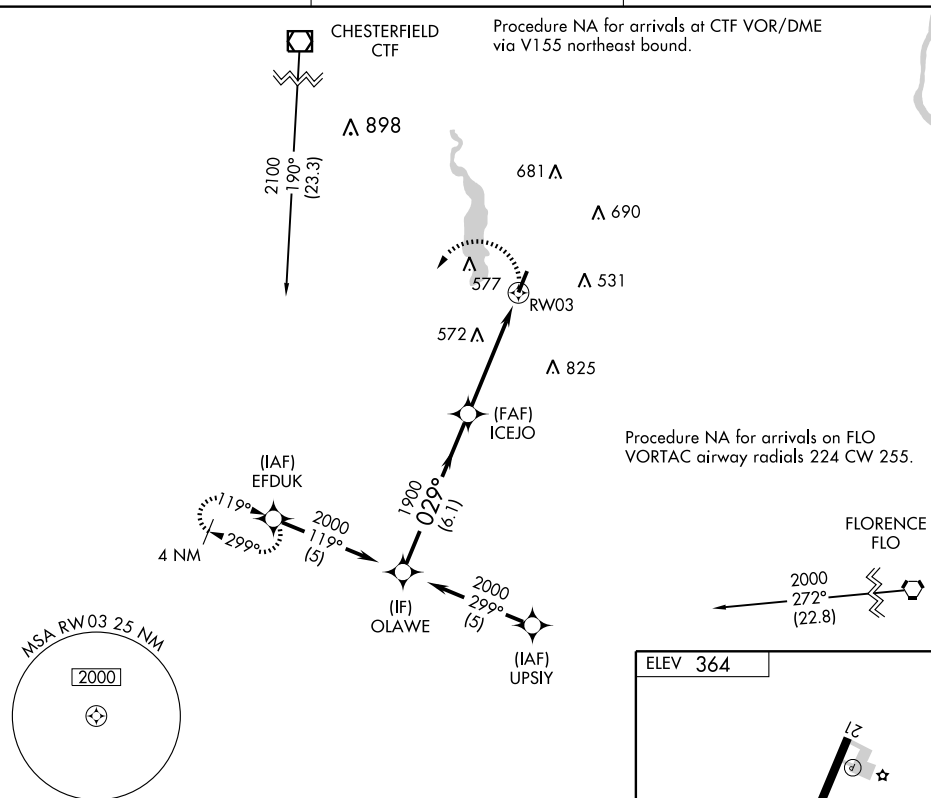
**▲ NA**

MISSED APPROACH: Climbing left turn to 2000 direct EFDUK and hold.

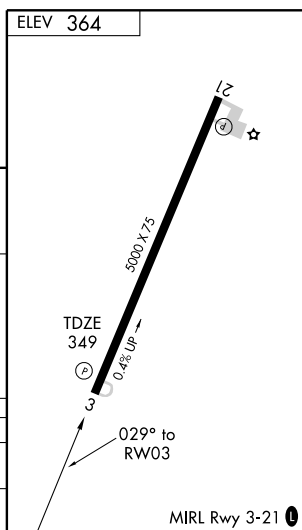
AWOS-3  
**118.225**

SHAW APP CON ★  
**125.4 285.4**

UNICOM  
**122.8 (CTAF) ①**



| CATEGORY | A     | B          | C                     | D  |
|----------|-------|------------|-----------------------|----|
| LNAV MDA | 840-1 | 491(500-1) | 840-1½<br>491(500-1½) | NA |
| CIRCLING | 840-1 | 476(500-1) | 840-1½<br>476(500-1½) | NA |







**HILTON HEAD ISLAND****HILTON HEAD** (HXD) 3 E UTC-5(-4DT) N32°13.46' W80°41.85'

CHARLOTTE

19 B **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE AND

L-24H

RWY 03-21: H4300X100 (ASPH-GRVD) S-55, D-75, 2S-94 MIRL

IAP

RWY 03: REIL. PAPI(P4L)—GA 3.3° TCH 40'. Thld dsplcd 299'. Tree.

RWY 21: REIL. PAPI(P4R)—GA 3.0° TCH 40'. Thld dsplcd 300'. Tree.

**AIRPORT REMARKS:** Attended 1100-0300Z±. Deer on and invof arpt.

Birds on and invof arpt. Parasail ops within 3 NM radius of SAV 009°/15NM, surface to 1500' during dalgt hrs.CLOSED to unscheduled air carrier ops with more than 30 passenger seats

except 24 hr PPR call arpt manager 843-255-2950. Noise

abatement procedures in effect—ctc arpt manager

843-681-6744. Transient parking ramp not visible from twr.

Non-std separation between rwy and general aviation Twy A.

ACTIVATE MIRL Rwy 03-21 and REIL Rwy 03 and Rwy 21—CTAF.

NOTE: See Special Notices—VFR Arrivals, VFR Departures.

**WEATHER DATA SOURCES:** AWOS-3 121.4 (843) 342-5072. LAWRS.**COMMUNICATIONS:** CTAF 118.975 ATIS 121.4

RCO 122.55 (ANDERSON RADIO)

® SAVANNAH APP/DEP CON 125.3 (1100-0500Z±) CLNC DEL 121.1

JACKSONVILLE CENTER APP/DEP CON 120.85 (0500-1100Z±)

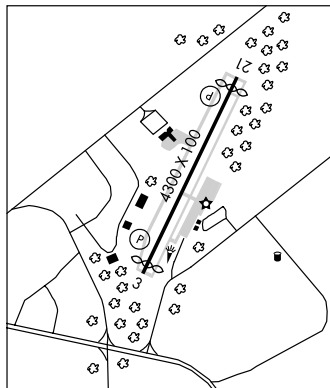
TOWER 118.975 (1100-0100Z±) GND CON 121.1

**AIRSPACE:** CLASS D svc 1100-0100Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78' W81°11.95' 085° 26 NM to fld. 9/6W.

HIWAS.

ILS/DME 111.3 I-HXD Chan 50 Rwy 21. Localizer only.

**HOLLY HILL** (5J5) 2 SE UTC-5(-4DT) N33°18.06' W80°23.64'

CHARLOTTE

96 NOTAM FILE AND

RWY 04-22: 2900X150 (TURF)

RWY 04: Tree. RWY 22: Tree.

**AIRPORT REMARKS:** Unattended.**COMMUNICATIONS:** CTAF 122.9**HORRY** N33°49.40' W79°07.69' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 370 HYW at Conway-Horry Co. NDB unmonitored.

L-24I, 35A

**HUGGINS MEML** (See TIMMONSVILLE)**JIM HAMILTON L.B. OWENS** (See COLUMBIA)**JUDKY** N34°46.81' W82°20.99' NOTAM FILE GMU.

ATLANTA

NDB (LOM) 521 GM 005° 4.1 NM to Greenville Downtown.

**KINGSTREE** N33°43.07' W79°51.30' NOTAM FILE AND.

CHARLOTTE

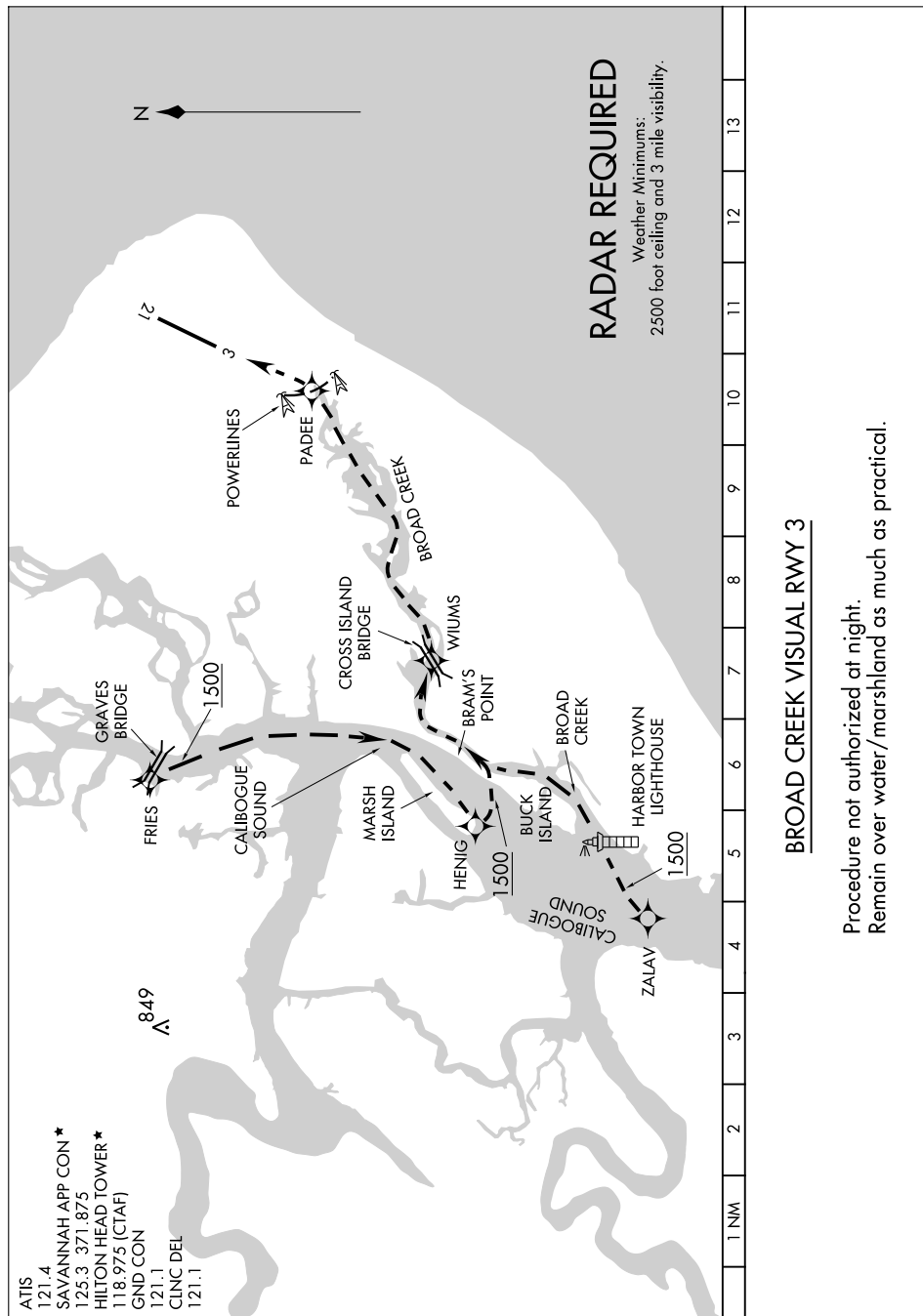
NDB (MHW) 404 CKI at Williamsburg Rgnl. NDB Unmonitored.

L-24I

# BROAD CREEK VISUAL RWY 3

HILTON HEAD ISLAND, SOUTH CAROLINA

SE-2, 23 SEP 2010 to 21 OCT 2010



# BROAD CREEK VISUAL RWY 3

HILTON HEAD ISLAND, SOUTH CAROLINA

HILTON HEAD (HXD)



|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>4001</b> |
| <b>033°</b> | TDZE     | <b>19</b>   |
|             | Apt Elev | <b>19</b>   |

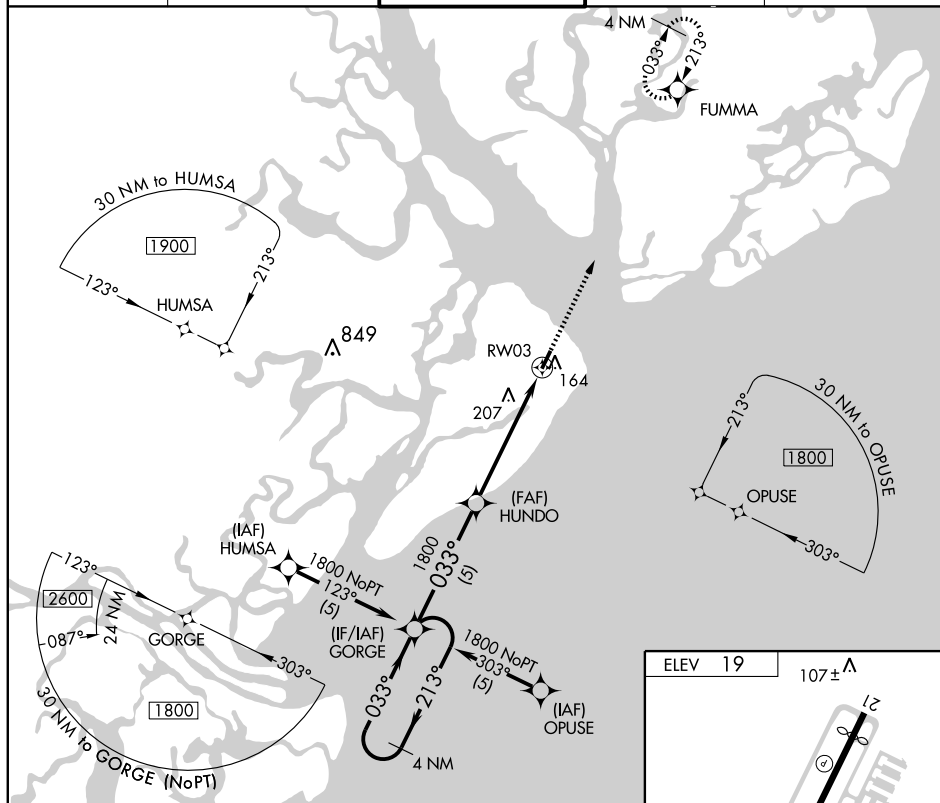
# RNAV (GPS) RWY 3

## HILTON HEAD (HXD)

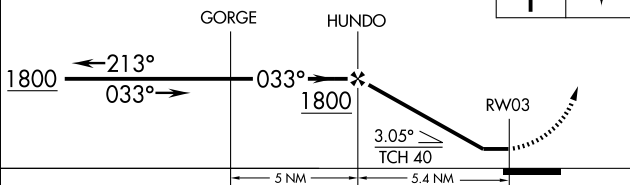
**▼** Use Savannah altimeter setting.

MISSED APPROACH: Climb to 1800  
direct FUMMA WP and hold.

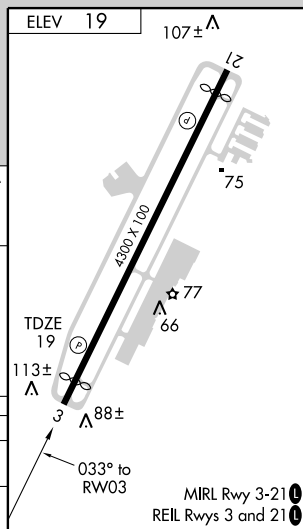
|                      |  |  |                         |                          |
|----------------------|--|--|-------------------------|--------------------------|
| ATIS<br><b>121.4</b> | SAVANNAH APP CON ★<br><b>125.3 371.875</b> | HILTON HEAD TOWER ★<br><b>118.975 (CTAF) 0</b> | GND CON<br><b>121.1</b> | CLNC DEL<br><b>121.1</b> |
|----------------------|--|--|-------------------------|--------------------------|



4 NM  
Holding Pattern  
to GORGE



| CATEGORY  | A     | B           | C                      | D                      |
|-----------|-------|-------------|------------------------|------------------------|
| LNNAV MDA | 540-1 | 521 (600-1) | 540-1½<br>521 (600-1½) | 540-1¾<br>521 (600-1¾) |
| CIRCLING  | 540-1 | 521 (600-1) | 640-1¾<br>621 (700-1¾) | 640-2<br>621 (700-2)   |



|                       |                        |
|-----------------------|------------------------|
| APP CRS<br><b>213</b> | Rwy Idg<br><b>4000</b> |
|                       | TDZE<br><b>18</b>      |
|                       | Apt Elev<br><b>19</b>  |

# RNAV (GPS) RWY 21

HILTON HEAD (HXD)



Use Savannah altimeter setting.

MISSED APPROACH: Climb to 1800  
direct GORGE WP and hold.

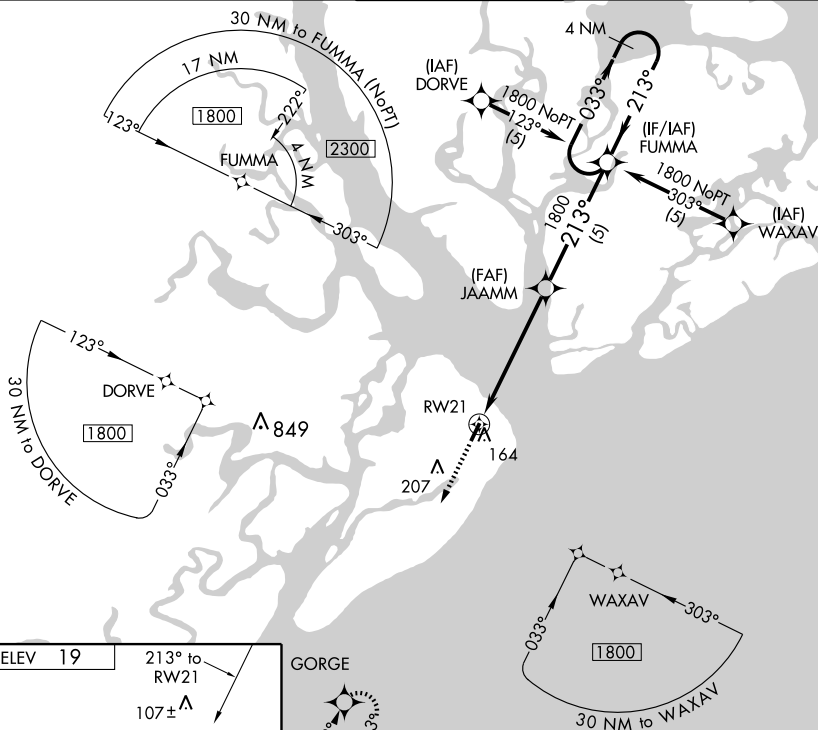
ATIS  
**121.4**

SAVANNAH APP CON ★  
**125.3 371.875**

HILTON HEAD TOWER ★  
**118.975 (CTAF) 0**

GND CON  
**121.1**

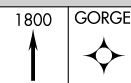
CLNC DEL  
**121.1**



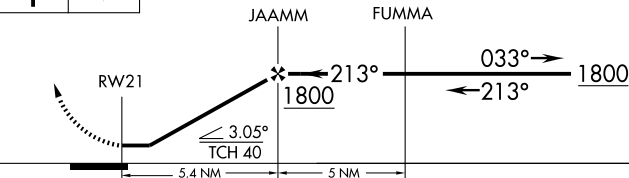
ELEV 19

213° to RW21  
107±  
TDZE 18  
75

GORGE



4 NM  
Holding Pattern



| CATEGORY | A     | B           | C                      | D                      |
|----------|-------|-------------|------------------------|------------------------|
| LNAV MDA | 480-1 | 462 (500-1) | 480-1½<br>462 (500-1½) | 480-1½<br>462 (500-1½) |
| CIRCLING | 540-1 | 521 (600-1) | 640-1¾<br>621 (700-1¾) | 640-2<br>621 (700-2)   |

|  |                        |                             |                         |
|--|------------------------|-----------------------------|-------------------------|
| VORTAC SAV<br><b>115.95</b><br>Chan <b>106</b> (Y) | APP CRS<br><b>085°</b> | Rwy Idg<br>TDZE<br>Apt Elev | N/A<br>N/A<br><b>19</b> |
|--|------------------------|-----------------------------|-------------------------|

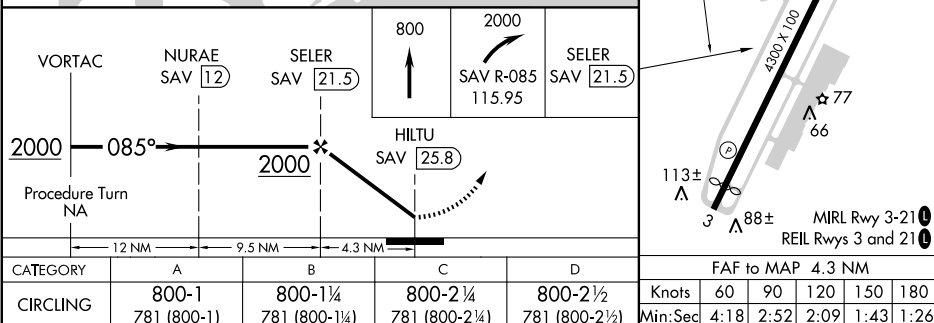
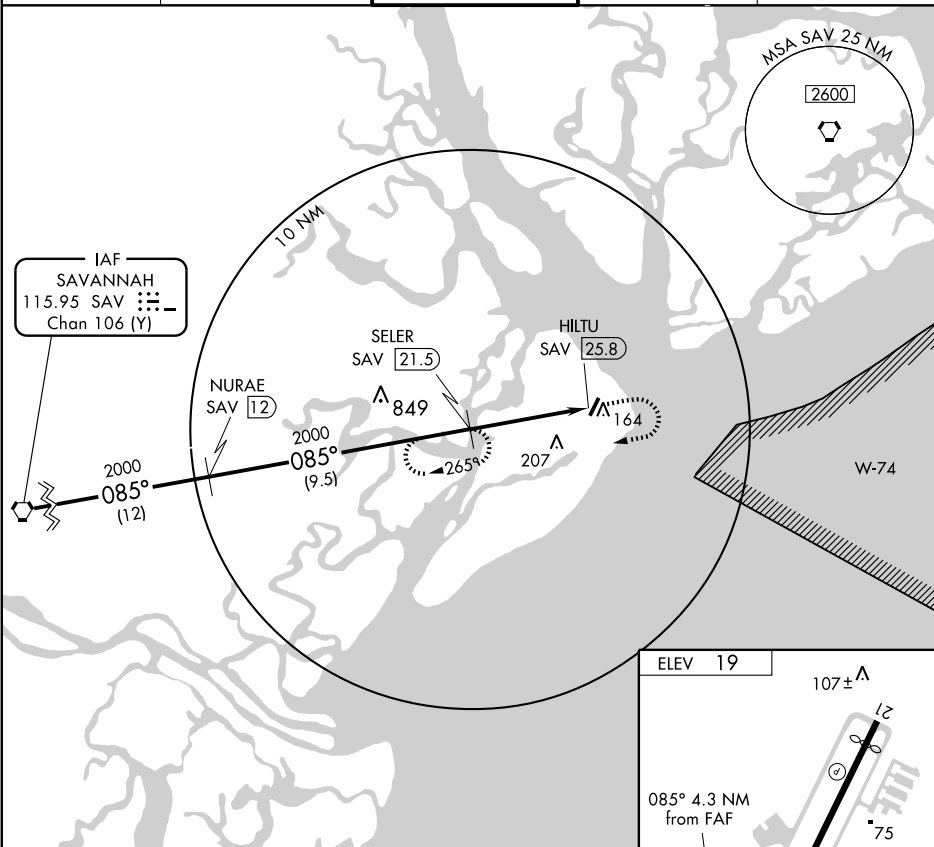
**VOR/DME-A**  
HILTON HEAD (HXD)



Use Savannah altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct SELER/21.5 DME and hold.

|                      |  |  |                         |                          |
|----------------------|--|--|-------------------------|--------------------------|
| ATIS<br><b>121.4</b> | SAVANNAH APP CON ★<br><b>125.3 371.875</b> | HILTON HEAD TOWER ★<br><b>118.975 (CTAF) 0</b> | GND CON<br><b>121.1</b> | CLNC DEL<br><b>121.1</b> |
|----------------------|--|--|-------------------------|--------------------------|



**KINGSTREE****WILLIAMSBURG RGNL** (CKI) 3 W UTC-5(-4DT) N33°43.03' W79°51.42'

67 B NOTAM FILE AND

RWY 14-32: H500X75 (ASPH) S-30, D-45 MIRL

RWY 14: PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 32: PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 14-32 and PAPI  
Rwys 14 and 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.775 (843) 382-3000.

COMMUNICATIONS: CTAF/UNICOM 122.7

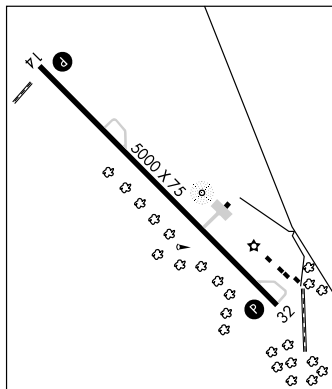
Ⓡ MYRTLE BEACH APP/DEP CON 127.4 (1100-0400Z‡)

JAX CENTER APP/DEP CON 127.95 (0400-1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

VANCE (L) VORTAC 110.4 VAN Chan 41 N33°28.49'

W80°26.92' 070° 33 NM to fld. 140/06W.

KINGSTREE NDB (MHW) 404 CKI N33°43.07' W79°51.30'  
at fld. NDB Unmonitored.

CHARLOTTE

H-9C, 12G, L-241  
IAP**KIRK AIR BASE** (See LANCASTER)**LAKE CITY MUNI CJ EVANS FLD** (51J) 2 SW UTC-5(-4DT) N33°51.22' W79°46.09'

80 B S4 FUEL 100LL NOTAM FILE AND

RWY 01-19: H3700X75 (ASPH) S-10 MIRL

RWY 01: VASI(V2L)—GA 3.0° TCH 25'. Tree.

RWY 19: VASI(V2L)—GA 3.0° TCH 25'. Tree.

AIRPORT REMARKS: Unattended. Rwy 01-19 cracking badly with grass growing thru cracks. ACTIVATE MIRL Rwy  
01-19—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ FLORENCE APP/DEP CON 135.25 (1130-0300Z‡)

Ⓡ JAX CENTER APP/DEP CON 133.45 (0300-1130Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE FLO.

FLORENCE (H) VORTAC 115.2 FLO Chan 99 N34°13.98' W79°39.43' 197° 23.4 NM to fld. 110/03W.  
HIWAS.

EVANS NDB (MHW) 420 CFY N33°51.36' W79°45.95' at fld. NOTAM FILE AND.

CHARLOTTE

L-241, 36E  
IAP**LAKE KEOWEE** N34°48.67' W82°42.21' NOTAM FILE AND.

NDB (MHW) 408 LQK at Pickens Co.

ATLANTA

L-25C

**LANCASTER****KIRK AIR BASE** (T73) 5 SE UTC-5(-4DT) N34°40.46' W80°40.94'

578 S4 NOTAM FILE AND

RWY 15-33: H2600X40 (ASPH) S-8 LIRL

RWY 15: Tree.

RWY 33: Tree.

AIRPORT REMARKS: Attended 1300-2330Z‡. Rwy 15 has 30' drop at thld. Rwy 33 has 10' drop at thld. For LIRL Rwy  
15-33 call 803-286-8800.

COMMUNICATIONS: CTAF 122.9

• • • • •

550

WATERWAY 05-23: 4400X300 (WATER)

WATERWAY 16-34: 3000X300 (WATER)

WATERWAY 11-29: 2245X600 (WATER)

SEAPLANE REMARKS: Waterways 05-23 and 11-29 and 16-34—Water lanes are not marked—lengths change with water  
levels—ctc arpt manager and check NOTAM's.

CHARLOTTE

|                       |                        |                             |                                       |
|-----------------------|------------------------|-----------------------------|---------------------------------------|
| NDB CKI<br><b>404</b> | APP CRS<br><b>133°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>66</b><br><b>67</b> |
|-----------------------|------------------------|-----------------------------|---------------------------------------|

**NDB RWY 14**

KINGSTREE/WILLIAMSBURG RGNL (CKI)



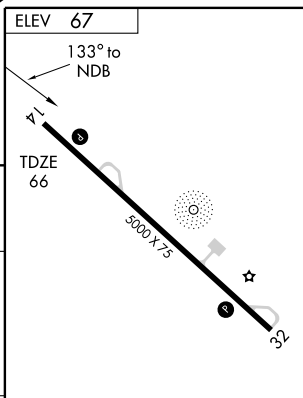
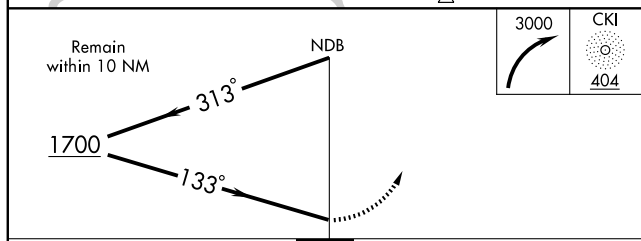
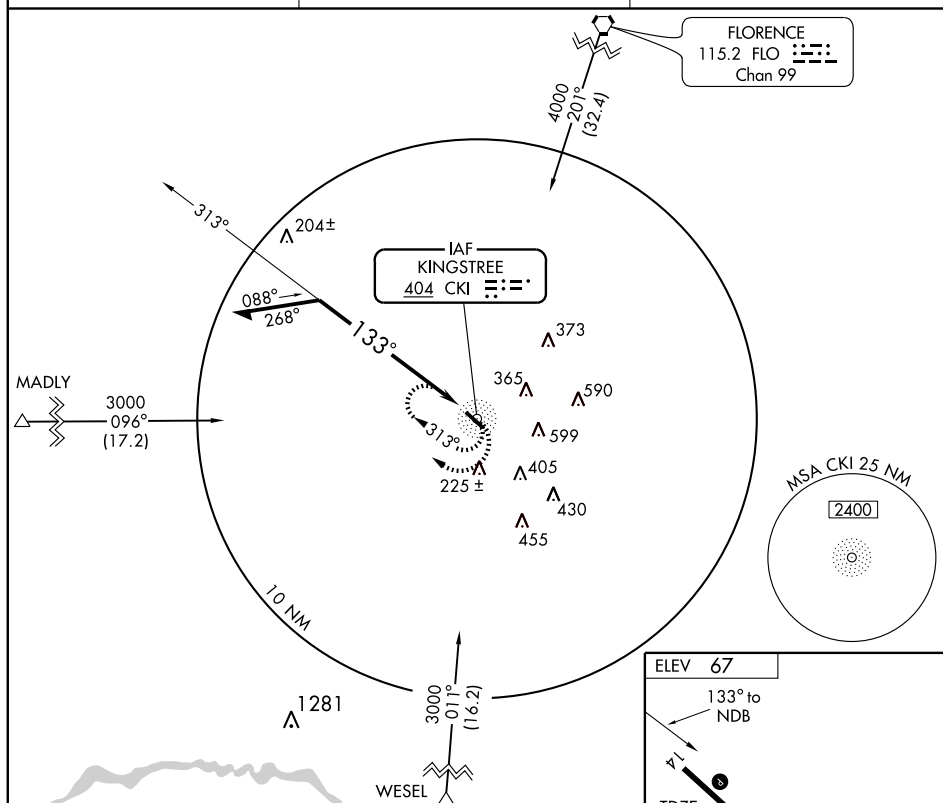
If local altimeter setting not received,  
use Florence Rgnl altimeter setting  
and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn  
to 3000 in CKI NDB holding pattern.

AWOS-3  
**124.775**

MYRTLE BEACH APP CON ★  
**127.4 257.95**

UNICOM  
**122.7 (CTAF)** ①



| CATEGORY | A                 | B                   | C                   | D                   |
|----------|-------------------|---------------------|---------------------|---------------------|
| S-14     | 700-1 634 (700-1) | 700-1¾ 634 (700-1¾) | 700-2 634 (700-2)   | 700-2 634 (700-2)   |
| CIRCLING | 700-1 633 (700-1) | 700-1¾ 633 (700-1¾) | 1020-3 953 (1000-3) | 1020-3 953 (1000-3) |

MIRL Rwy 14-32 ①

|         |    |    |     |     |     |
|---------|----|----|-----|-----|-----|
| Knots   | 60 | 90 | 120 | 150 | 180 |
| Min:Sec |    |    |     |     |     |

**NDB RWY 14**



APP CRS **318°**  
 Rwy Idg **5000**  
 TDZE **67**  
 Apt Elev **67**

# RNAV (GPS) RWY 32

KINGSTREE/WILLIAMSBURG RGNL (CKI)

**V** If local altimeter setting not received, use Florence Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Florence Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing right turn to 3000 direct GEVCE and hold.

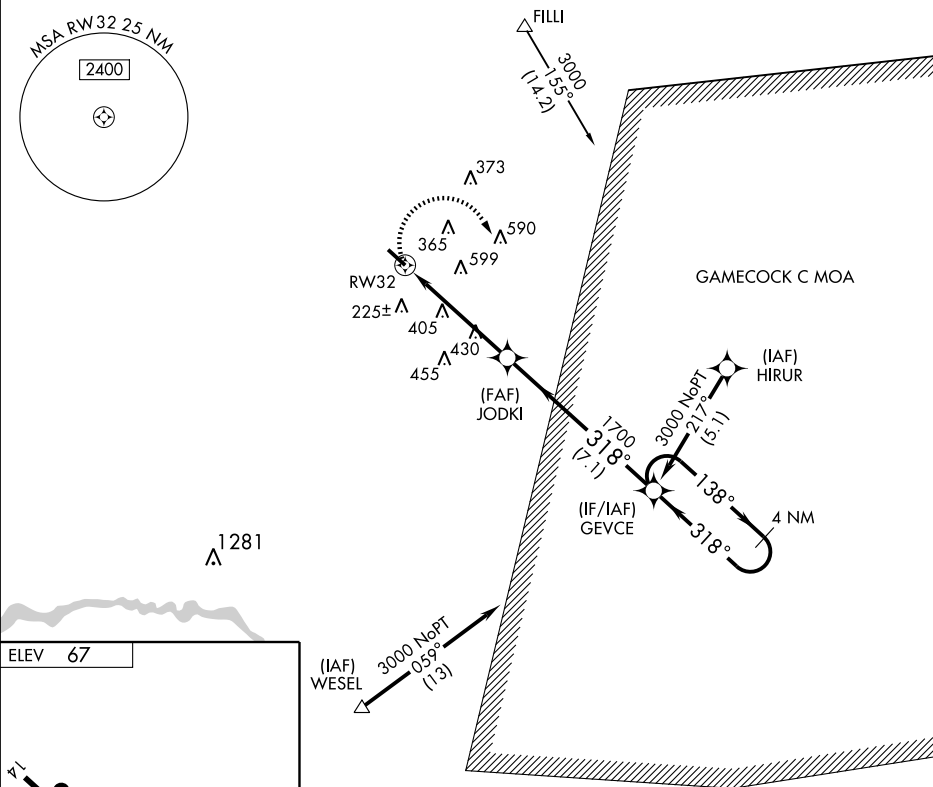
AWOS-3  
**124.775**

MYRTLE BEACH APP CON ★  
**127.4 257.95**

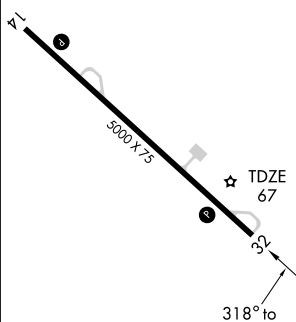
UNICOM  
**122.7 (CTAF) ①**

MSA RW32 25 NM

2400



ELEV 67



MIRL Rwy 14-32 ①

| CATEGORY  | A     |  | B           |  | C           |  | D            |  |
|-----------|-------|--|-------------|--|-------------|--|--------------|--|
|           | 760-1 |  | 693 (700-1) |  | 760-2       |  | 760-2 1/4    |  |
| LNNAV MDA | 760-1 |  | 693 (700-1) |  | 760-2       |  | 760-2 1/4    |  |
| CIRCLING  | 760-1 |  | 693 (700-1) |  | 760-2       |  | 1020-3       |  |
|           |       |  |             |  | 693 (700-2) |  | 953 (1000-3) |  |

**KINGSTREE****WILLIAMSBURG RGNL** (CKI) 3 W UTC-5(-4DT) N33°43.03' W79°51.42'

67 B NOTAM FILE AND

RWY 14-32: H500X75 (ASPH) S-30, D-45 MIRL

RWY 14: PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 32: PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 14-32 and PAPI  
Rwys 14 and 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.775 (843) 382-3000.

COMMUNICATIONS: CTAF/UNICOM 122.7

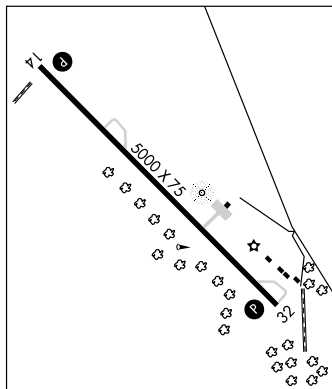
Ⓡ MYRTLE BEACH APP/DEP CON 127.4 (1100-0400Z‡)

JAX CENTER APP/DEP CON 127.95 (0400-1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

VANCE (L) VORTAC 110.4 VAN Chan 41 N33°28.49'

W80°26.92' 070° 33 NM to fld. 140/06W.

KINGSTREE NDB (MHW) 404 CKI N33°43.07' W79°51.30'  
at fld. NDB Unmonitored.

CHARLOTTE

H-9C, 12G, L-241  
IAP**KIRK AIR BASE** (See LANCASTER)**LAKE CITY MUNI CJ EVANS FLD** (51J) 2 SW UTC-5(-4DT) N33°51.22' W79°46.09'

80 B S4 FUEL 100LL NOTAM FILE AND

RWY 01-19: H3700X75 (ASPH) S-10 MIRL

RWY 01: VASI(V2L)—GA 3.0° TCH 25'. Tree.

RWY 19: VASI(V2L)—GA 3.0° TCH 25'. Tree.

AIRPORT REMARKS: Unattended. Rwy 01-19 cracking badly with grass growing thru cracks. ACTIVATE MIRL Rwy  
01-19—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ FLORENCE APP/DEP CON 135.25 (1130-0300Z‡)

Ⓡ JAX CENTER APP/DEP CON 133.45 (0300-1130Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE FLO.

FLORENCE (H) VORTAC 115.2 FLO Chan 99 N34°13.98' W79°39.43' 197° 23.4 NM to fld. 110/03W.  
HIWAS.

EVANS NDB (MHW) 420 CFY N33°51.36' W79°45.95' at fld. NOTAM FILE AND.

CHARLOTTE

L-241, 36E  
IAP**LAKE KEOWEE** N34°48.67' W82°42.21' NOTAM FILE AND.

NDB (MHW) 408 LQK at Pickens Co.

ATLANTA

L-25C

**LANCASTER****KIRK AIR BASE** (T73) 5 SE UTC-5(-4DT) N34°40.46' W80°40.94'

578 S4 NOTAM FILE AND

RWY 15-33: H2600X40 (ASPH) S-8 LIRL

RWY 15: Tree. RWY 33: Tree.

AIRPORT REMARKS: Attended 1300-2330Z‡. Rwy 15 has 30' drop at thld. Rwy 33 has 10' drop at thld. For LIRL Rwy  
15-33 call 803-286-8800.

COMMUNICATIONS: CTAF 122.9

• • • • •

550

WATERWAY 05-23: 4400X300 (WATER)

WATERWAY 16-34: 3000X300 (WATER)

WATERWAY 11-29: 2245X600 (WATER)

SEAPLANE REMARKS: Waterways 05-23 and 11-29 and 16-34—Water lanes are not marked—lengths change with water  
levels—ctc arpt manager and check NOTAM's.

CHARLOTTE

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3700</b> |
| <b>012°</b> | TDZE     | <b>80</b>   |
|             | Apt Elev | <b>80</b>   |

## RNAV (GPS) RWY 1

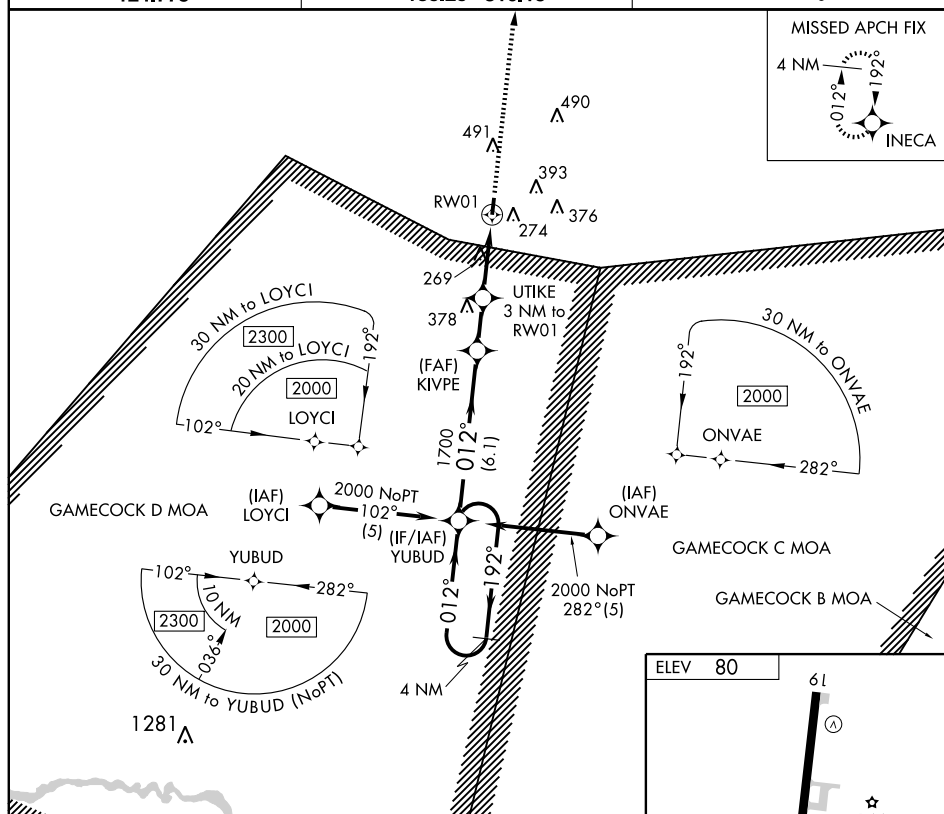
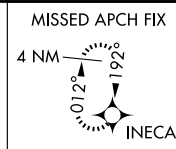
LAKE CITY MUNI C J EVANS FIELD (51J)

**T** DME/DME RNP-0.3 NA. Straight-in minimums NA at night.  
**A** NA Use Kingtree altimeter setting; if not received, use Florence altimeter setting and increase all MDAs 40 feet.  
 NA Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 2000 direct INECA and hold.

WILLIAMSBURG RGNL AWOS-3  
124.775

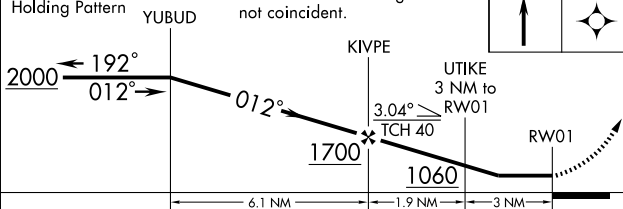
FLORENCE APP CON ★  
135.25 316.15

CTAF  
122.9 **L**

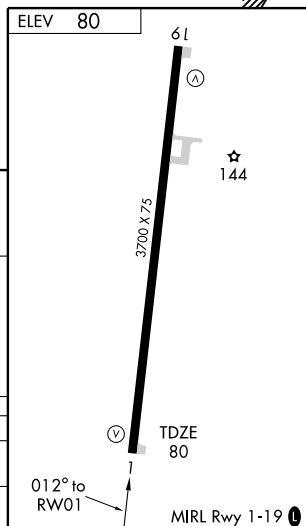
4 NM  
Holding Pattern YUBUD

VGSI and descent angles  
not coincident.

|      |       |
|------|-------|
| 2000 | INECA |
|------|-------|



| CATEGORY | A     | B           | C                      | D  |
|----------|-------|-------------|------------------------|----|
| LNAV MDA | 560-1 | 480 (500-1) | 560-1¼<br>480 (500-1¼) | NA |
| CIRCLING | 660-1 | 580 (600-1) | 880-2¼<br>800 (800-2¼) | NA |



LAKE CITY, SOUTH CAROLINA  
Orig 08157

LAKE CITY MUNI C J EVANS FIELD (51J)  
DWAY (CRS) DWAY 1

RNAV (GPS) RWY 1

SE-2. 23 SEP 2010 to 21 OCT 2010

APP CRS **192°**  
 Rwy Idg **3700**  
 TDZE **80**  
 Apt Elev **80**

# RNAV (GPS) RWY 19

LAKE CITY MUNI C J EVANS FIELD (51J)

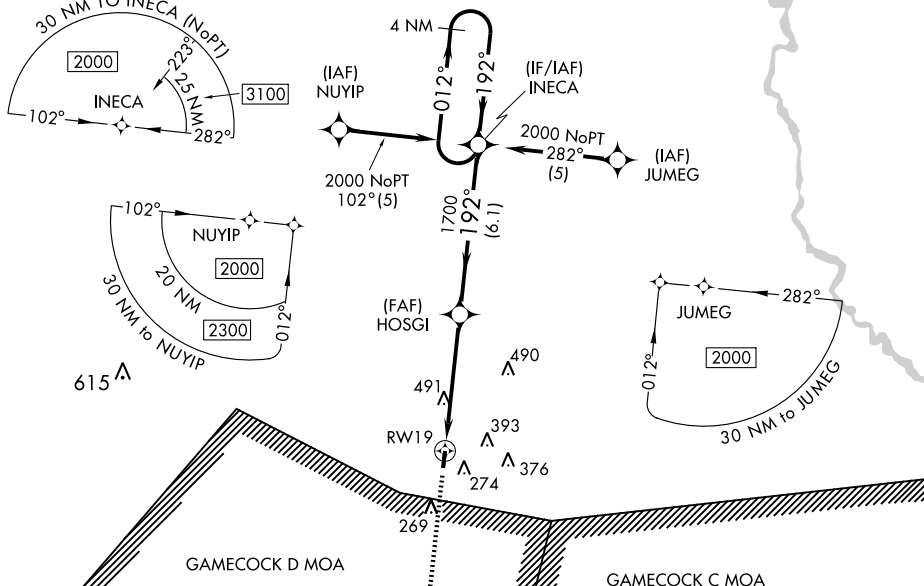
**▼** DME/DME RNP-0.3 NA. Straight-in minimums NA at night.  
**▲** NA Use Kingtree altimeter setting; if not received, use Florence altimeter setting and increase all MDAs 40 feet.  
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct YUBUD and hold.

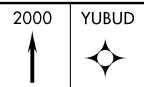
WILLIAMSBURG RGNL AWOS-3  
**124.775**

FLORENCE APP CON ★  
**135.25 316.15**

CTAF  
**122.9 0**

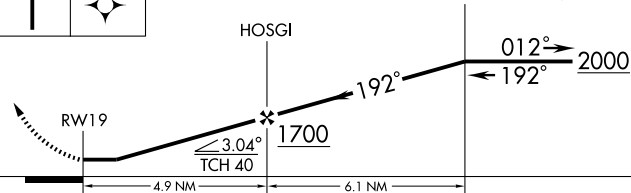


MISSED APCH FIX  
 YUBUD



VGSI and descent angles  
 not coincident.

4 NM  
 INECA Holding Pattern



| CATEGORY  | A                 | B                 | C                         | D  |
|-----------|-------------------|-------------------|---------------------------|----|
| LNNAV MDA | 820-1 740 (800-1) | 820-2 740 (800-2) | 880-2 1/4 800 (800-2 1/4) | NA |
| CIRCLING  | 820-1 740 (800-1) |                   |                           | NA |

**LANCASTER CO—MC WHIRTER FLD** (LKR) 4 W UTC-5(-4DT) N34°43.38' W80°51.28'

CHARLOTTE

486 B S4 FUEL 100LL JET A NOTAM FILE AND

H-9B, 126, L-24J, 25D, 36E

RWY 06-24: H6004X100 (CONC) S-19, D-28 MIRL 0.4% up NE

IAP

RWY 06: PAPI(P2L)—GA 3.0°TCH 47'. Thld dsplcd 105'. Tree.

RWY 24: PAPI(P2L)—GA 3.0°TCH 43'. Tree.

**AIRPORT REMARKS:** Attended 1400-2300Z†. For after hrs fuel call 803-493-3226. Deer on and infov arpt. ACTIVATE MIRL Rwy 06-24—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.825 (803) 286-6444.**COMMUNICATIONS:** CTAF/UNICOM 122.725

Ⓡ CHARLOTTE APP/DEP CON 120.05

GCO 121.725 (CHARLOTTE APCH)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CLT.

CHARLOTTE (L) VORW/DME 115.0 CLT Chan 97 N35°11.42'

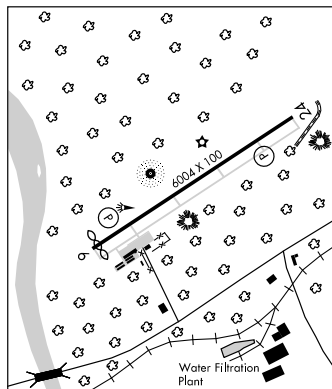
W80°57.11' 175° 28.4 NM to fld. 732/05W. HIWAS.

FORT MILL (L) VORTAC 112.4 FML Chan 71 N34°59.34'

W80°57.29' 165° 16.7 NM to fld. 645/02W. NOTAM FILE AND. SHUTDOWN.

NDB (MHW) 400 LKR N34°43.43' W80°51.49' at fld.

NOTAM FILE AND.

**LANDRUM****FAIRVIEW** (33A) 3 SE UTC-5(-4DT) N35°09.44' W82°07.34'

ATLANTA

1046 B NOTAM FILE AND

RWY 14-32: H2770X30 (ASPH) S-6.5 LIRL

RWY 14: Tree. Rgt tfc. RWY 32: Tree.

**AIRPORT REMARKS:** Unattended. Rwy 14-32 centerline markings NSTD size and separation. Twy markings are of wrong color. Rwy 14-32 is very bumpy with excessive patches along entire surface length. ACTIVATE LIRL Rwy 14-32—CTAF.

**COMMUNICATIONS:** CTAF 122.9**LAURENS CO** (LUX) 3 E UTC-5(-4DT) N34°30.42' W81°56.83'

CHARLOTTE

697 B S4 FUEL 100LL TPA-1500 (803) NOTAM FILE AND

L-24J, 25C

RWY 08-26: H3898X75 (ASPH) S-12.5 MIRL

IAP

RWY 08: PAPI(P2L)—GA 3.0° TCH 41'.

RWY 26: PAPI(P2L)—GA 3.0° TCH 37'.

**AIRPORT REMARKS:** Attended Mon-Sat 1500-2300Z†, Sun 1800-2300Z†. Self svc 24 hr fuel with credit card. PAPI Rwy 08, Rwy 26 opr continuously. ACTIVATE MIRL Rwy 08-26—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 123.975 (864) 682-3639.**COMMUNICATIONS:** CTAF/UNICOM 122.8

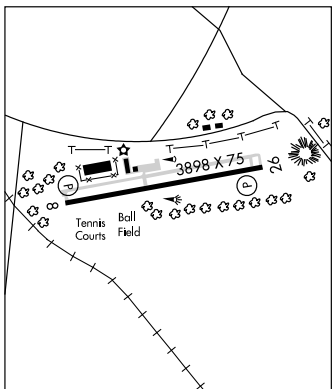
GREER APP/DEP CON 120.6 (1100-0445Z†)

ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GRD.

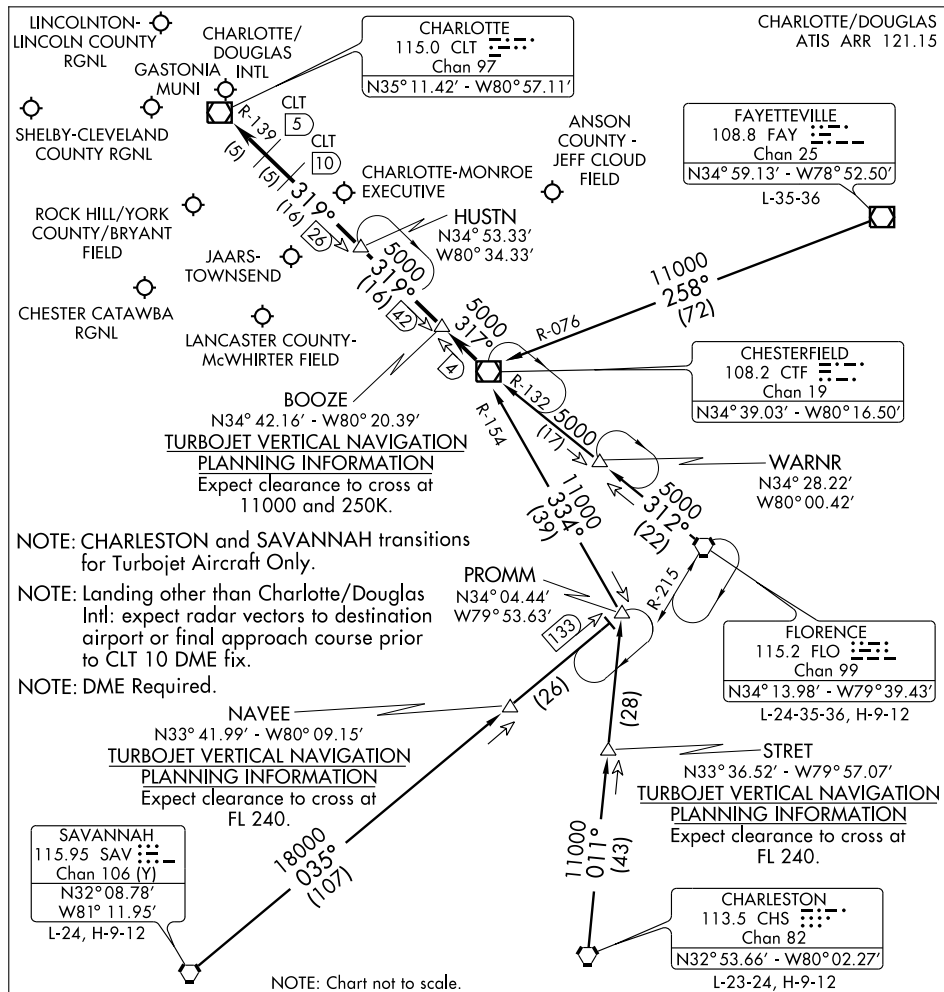
GREENWOOD (H) VORTAC 115.5 GRD Chan 102 N34°15.09'

W82°09.25' 035° 18.4 NM to fld. 630/01W.

**LEE CO** (See BISHOPVILLE)**LEXINGTON CO AT PELION** (See PELION)

## CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

...From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

## CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

## MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS  
 ATIS ARR 121.15  
 CHARLOTTE APP CON  
 (001° -119°) **128.32**  
 (120° -245°) **120.05**  
 (246° -360°) **134.75**  
 (180° -359°) **257.2**  
 (360° -179°) **307.8**

ROANOKE  
 109.4 ROA  
 Chan 31  
 N37°20.61' - W80°04.23'  
 L-26, H-10-12

MAYOS  
 N36°19.59' - W79°59.79'  
**TURBOJET VERTICAL NAVIGATION**  
**PLANNING INFORMATION**  
 Expect to cross at FL220.

MAJIC  
 N35°48.71' - W80°26.17'  
**TURBOJET VERTICAL**  
**NAVIGATION**  
**PLANNING INFORMATION**  
 Expect to cross at 13,000'/250K.

LYNCHBURG  
 109.2 LYH  
 Chan 29  
 N37°15.28'  
 W79°14.19'  
 L-26-36, H-10-12

KELLS  
 N36°35.17'  
 W79°47.17'

RALEIGH/DURHAM  
 117.2 RDU  
 Chan 119  
 N35°52.35'  
 W78°47.00'  
 L-36, H-9-12

LIBERTY  
 113.0 LIB  
 Chan 77  
 N35°48.70'  
 W79°36.76'

SUDSY  
 N35°44.58'  
 W80°29.63'

LINCOLNTON-  
 LINCOLN COUNTY  
 RGNL

SHELBY-  
 CLEVELAND  
 COUNTY RGNL

GASTONIA  
 MUNI

ROCK HILL/YORK  
 COUNTY/BRYANT  
 FIELD

CHESTER CATAWBA  
 RGNL

CHARLOTTE  
 115.0 CLT  
 Chan 97  
 N35°11.42' - W80°57.11'

CHARLOTTE-MONROE  
 EXECUTIVE

JAARS-  
 TOWNSEND

LANCASTER COUNTY-  
 McWHIRTER FIELD

ANSON COUNTY -  
 JEFF CLOUD  
 FIELD

NOTE: Chart not to scale.

NOTE: DME required.

NOTE: RADAR required for LIB R-273.

NOTE: Landing other than Charlotte/  
 Douglas Intl; expect radar  
 vectors to destination airport  
 or final approach course prior  
 to CLT 10 DME fix.

LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273  
 to MAJIC INT. Thence. . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219  
 and CLT R-039 to MAJIC INT. Thence. . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181  
 and CLT R-039 to MAJIC INT. Thence. . .

. . . From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior  
 to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

## MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

|                       |                        |                             |   |
|-----------------------|------------------------|-----------------------------|---|
| NDB LKR<br><b>400</b> | APP CRS<br><b>251°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6004</b><br><b>486</b><br><b>486</b> |
|-----------------------|------------------------|-----------------------------|---|

**NDB RWY 24**

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

**V** When VGSI inoperative, Straight-in/Circling Rwy 24 procedure NA at night.  
**Δ** NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDA 80 feet, and increase S-24 Cats B, C, and D and Circling Cats B, C, and D visibility ¼ mile.

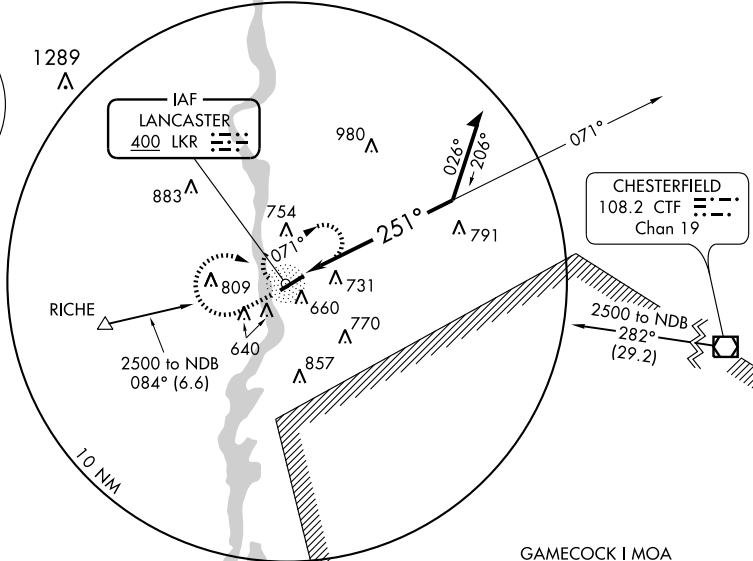
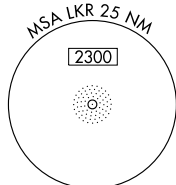
**MISSED APPROACH:** Climb to 2500 then right turn direct LKR NDB and hold.

AWOS-3  
**120.825**

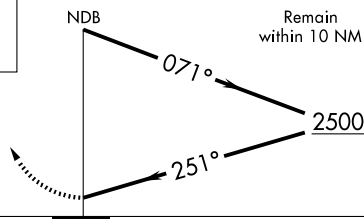
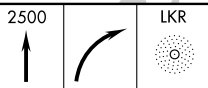
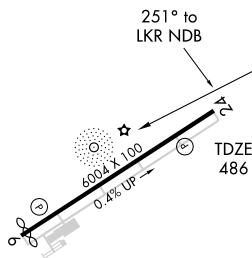
CHARLOTTE APP CON  
**120.05 307.8**

GCO  
**121.725**

UNICOM  
**122.725 (CTAF) 0**



ELEV **486**



| CATEGORY | A                  | B | C                  | D                          |
|----------|--------------------|---|--------------------|----------------------------|
| S-24     | 1160-1 674 (700-1) |   | 1160-2 674 (700-2) | 1160-2 1/4 674 (700-2 1/4) |
| CIRCLING | 1160-1 674 (700-1) |   | 1160-2 674 (700-2) | 1160-2 1/4 674 (700-2 1/4) |

MIRL Rwy 6-24 **0**

LANCASTER, SOUTH CAROLINA

Amdt 5 17DEC09

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

34° 43'N - 80° 51'W

**NDB RWY 24**

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>86816</b><br><b>W06A</b> | APP CRS<br><b>065°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5899</b><br><b>470</b><br><b>486</b> |
|--|------------------------|-----------------------------|---|

**RNAV (GPS) RWY 6**

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

**T** When VGSI inoperative, Circling Rwy 24 NA at night. Baro-VNAV NA when using Rock Hill altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase LPV DA 69 feet, LNAV/VNAV DA 98 feet and all MDA 80 feet, and increase LPV, LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibilities ¼ mile. VDP NA when using Rock Hill altimeter setting.

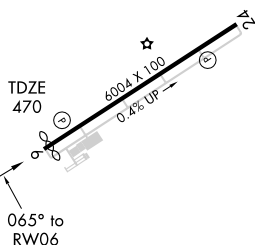
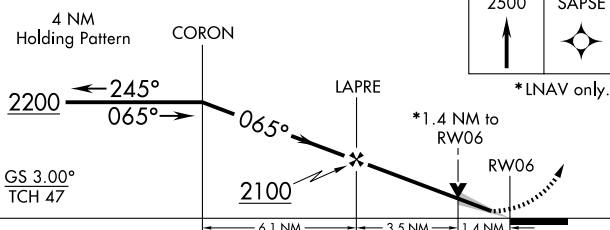
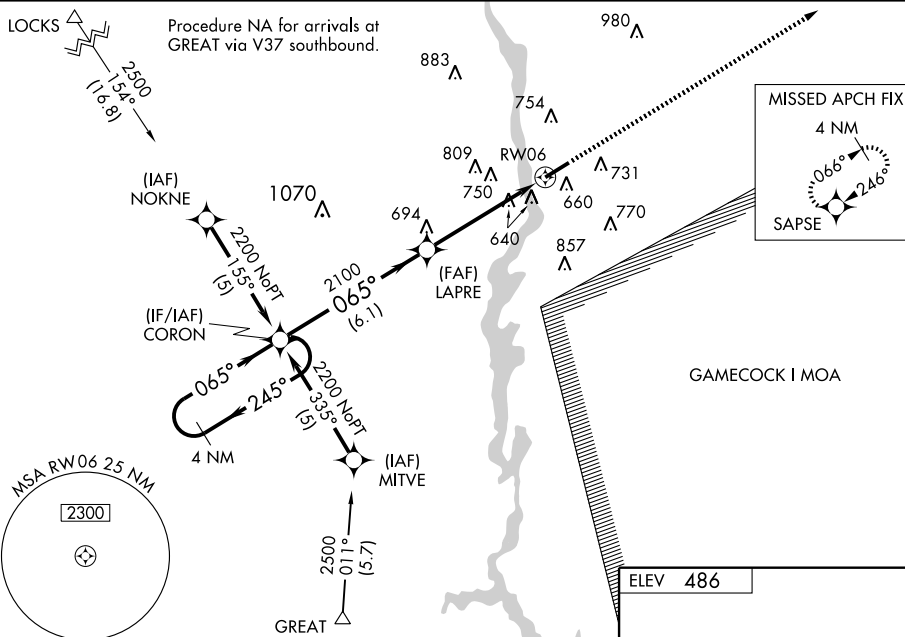
**MISSED APPROACH:**  
Climb to 2500 direct  
SAPSE and hold.

AWOS-3  
**120.825**

CHARLOTTE APP CON  
**120.05 307.8**

GCO  
**121.725**

UNICOM  
**122.725 (CTAF) 1**



| CATEGORY     | A      | B           | C                       | D                      |
|--------------|--------|-------------|-------------------------|------------------------|
| LPV DA       |        | 670-¾       | 200 (200-¾)             |                        |
| LNAV/VNAV DA |        | 993-2       | 523 (600-2)             |                        |
| LNAV MDA     | 940-1  | 470 (500-1) | 940-1¼<br>470 (500-1¼)  | 940-1½<br>470 (500-1½) |
| CIRCLING     | 1040-1 | 554 (600-1) | 1060-1½<br>574 (600-1½) | 1080-2<br>594 (600-2)  |

MIRL Rwy 6-24 1

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>70416</b><br><b>W24A</b> | APP CRS<br><b>246°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6004</b><br><b>486</b><br><b>486</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 24

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

**▼** When VGSI inoperative Straight-in/Circling Rwy 24 procedure NA at night. Baro-VNAV NA when using Rock Hill altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 69 feet and all MDA 80 feet, and increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats C and D visibility ¼ mile.

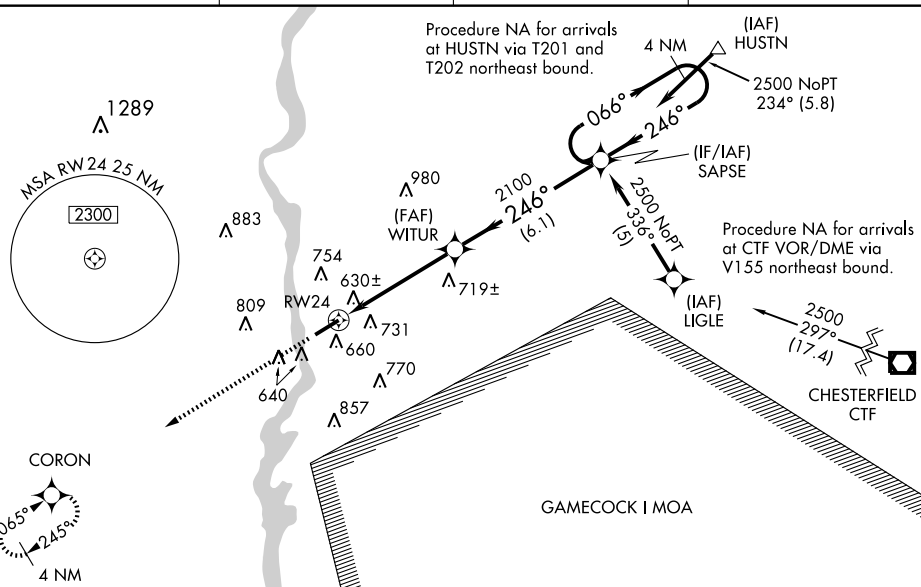
**MISSED APPROACH:**  
Climb to 2200 direct  
CORON and hold.

AWOS-3  
**120.825**

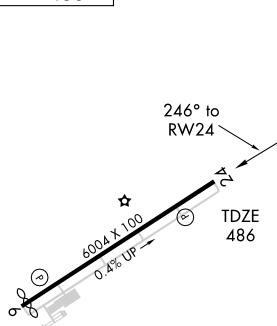
CHARLOTTE APP CON  
**120.05 307.8**

GCO  
**121.725**

UNICOM  
**122.725 (CTAF) 0**



ELEV 486



MIRL Rwy 6-24 0

|              |        |                            |                         |                        |                 |
|--------------|--------|----------------------------|-------------------------|------------------------|-----------------|
| 2200 CORON   |        | SAPSE 4 NM Holding Pattern |                         |                        |                 |
| RW24         |        | WITUR                      | 2100                    | 246°                   | 066° 2500       |
|              |        | 4.9 NM                     | 6.1 NM                  |                        | GS 3.00° TCH 43 |
| CATEGORY     | A      | B                          | C                       | D                      |                 |
| LPV DA       | 736-1  |                            | 250 (300-1)             |                        |                 |
| LNAV/VNAV DA | 1017-2 |                            | 531 (600-2)             |                        |                 |
| LNAV MDA     | 960-1  | 474 (500-1)                | 960-1½<br>474 (500-1½)  | 960-1½<br>474 (500-1½) |                 |
| CIRCLING     | 1040-1 | 554 (600-1)                | 1060-1½<br>574 (600-1½) | 1080-2<br>594 (600-2)  |                 |

LANCASTER, SOUTH CAROLINA

Amdt 1 17DEC09

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

34° 43'N - 80° 51'W

# RNAV (GPS) RWY 24

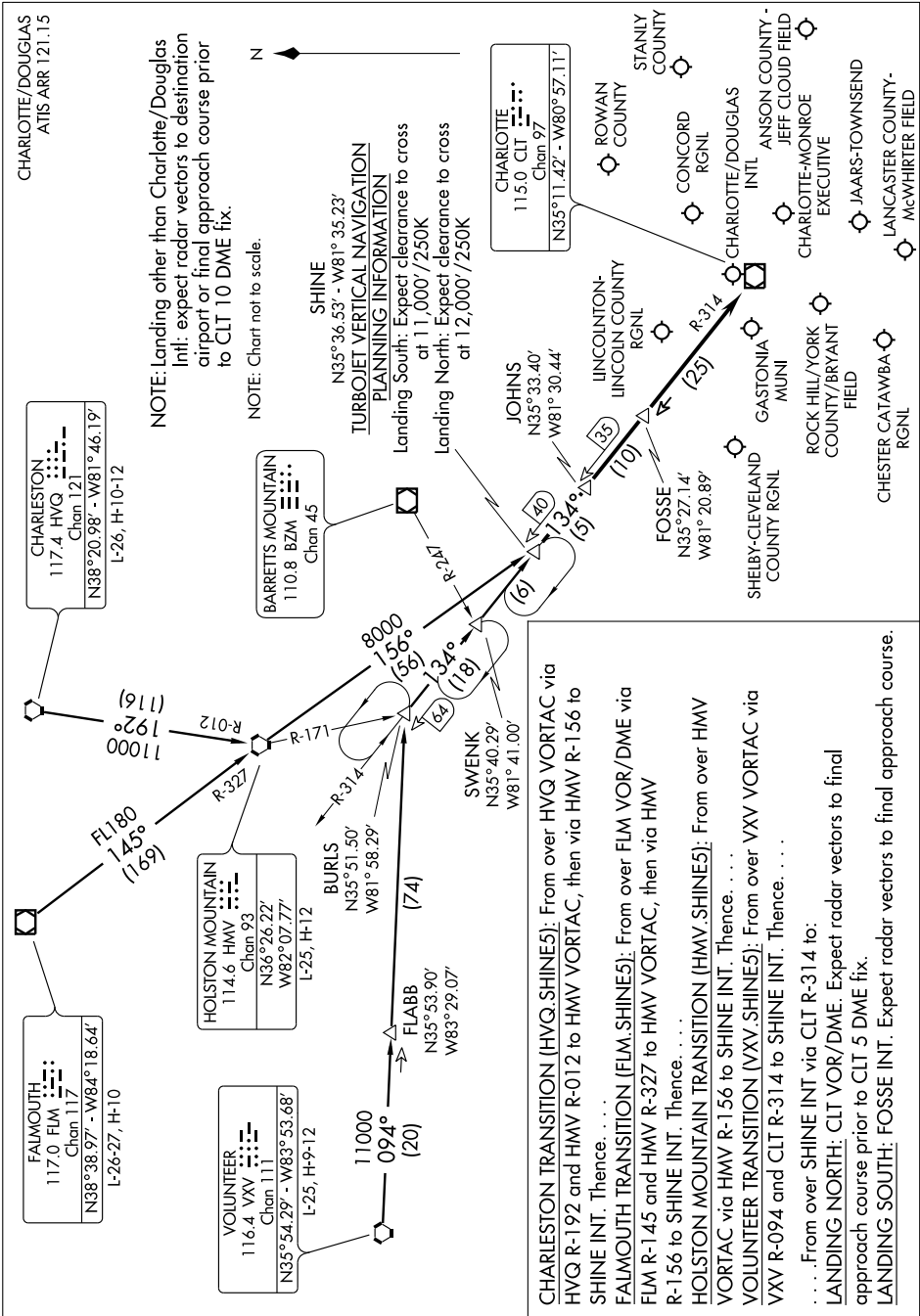
SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

SHINE FIVE ARRIVAL

CHARLOTTE, NORTH CAROLINA

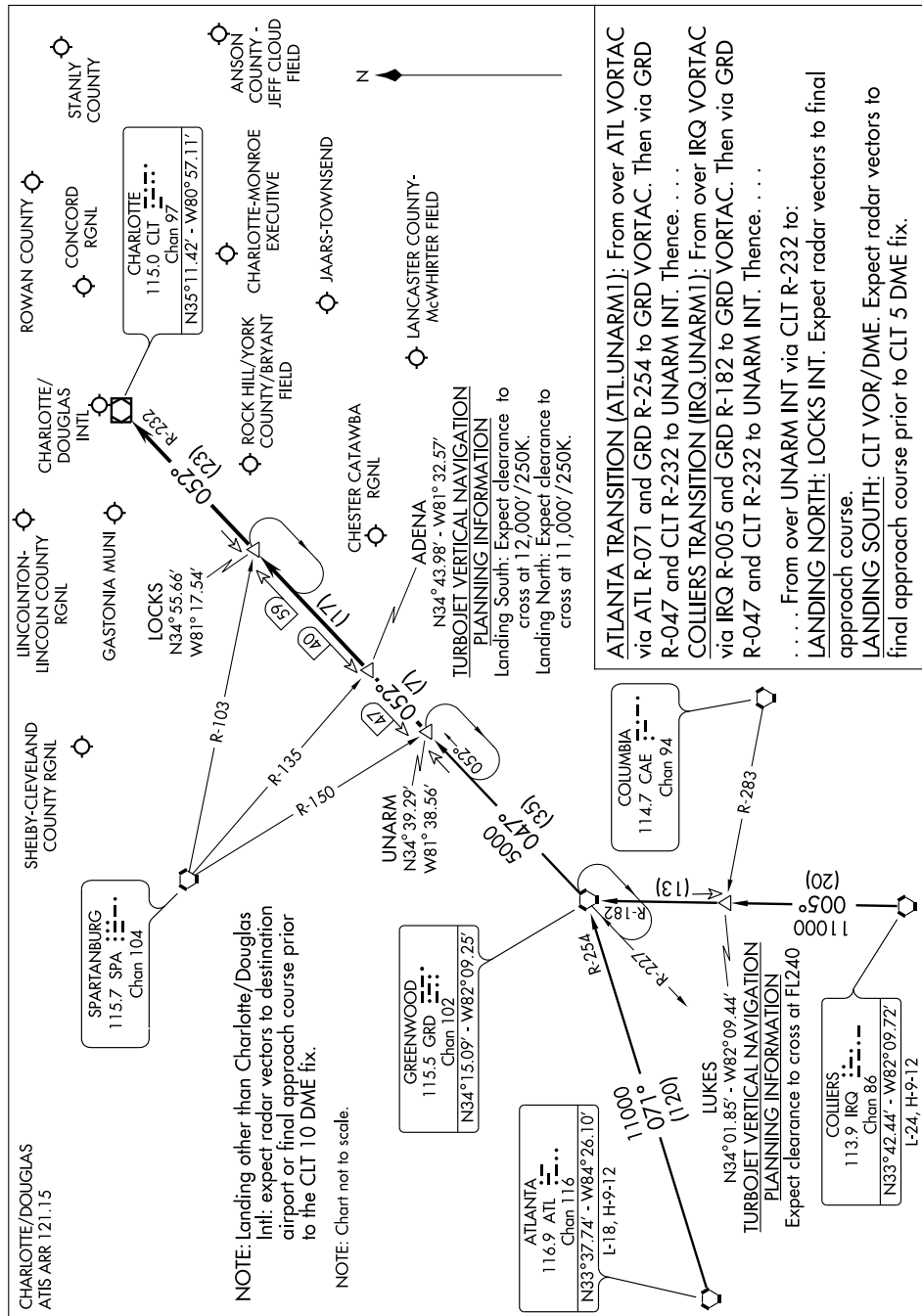
SE-2, 23 SEP 2010 to 21 OCT 2010



SHINE FIVE ARRIVAL

CHARLOTTE, NORTH CAROLINA

SE-2, 23 SEP 2010 to 21 OCT 2010



|   |                        |                             |  |
|---|------------------------|-----------------------------|--|
| VOR/DME CLT<br><b>115.0</b><br>Chan <b>97</b> | APP CRS<br><b>175°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>486</b> |
|---|------------------------|-----------------------------|--|

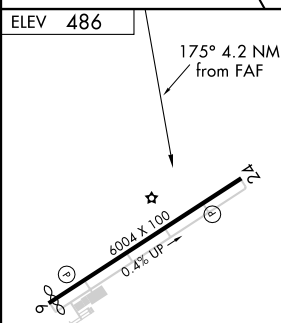
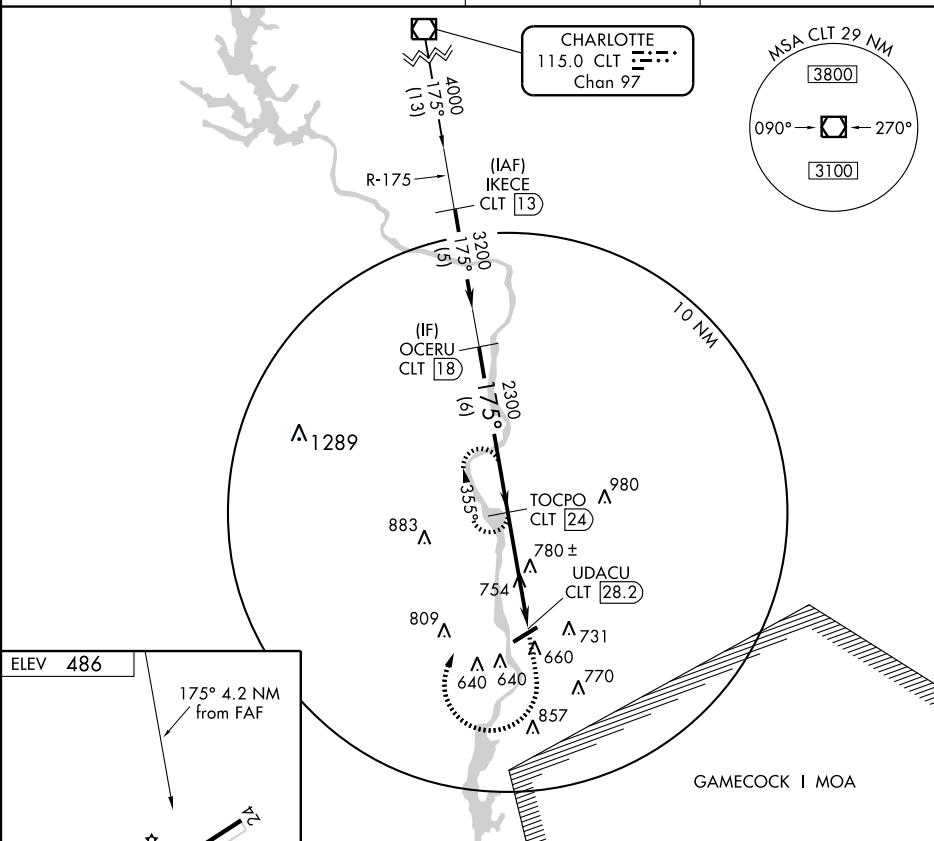
**VOR/DME-A**

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

**▼** When VGSI inoperative, Circling Rwy 24 NA at night.  
**▲** When local altimeter setting not received, use Rock Hill altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CLT VOR/DME R-175 to TOCPO/CLT 24 DME and hold, continue climb-in-hold to 3000.

|                          |  |                       |  |
|--------------------------|--|-----------------------|--|
| AWOS-3<br><b>120.825</b> | CHARLOTTE APP CON<br><b>120.05 307.8</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.725</b> (CTAF) <b>0</b> |
|--------------------------|--|-----------------------|--|

MIRL Rwy 6-24 **0**

Procedure

Turn NA OGERU CLT **18**

1500



3000

TOCPO CLT **24**

3200

TOCPO CLT **24**

175°

2300

UDACU CLT **28.2**

6 NM

4.2 NM

| CATEGORY | A                     | B                       | C                       | D                       |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| CIRCLING | 1340-1<br>854 (900-1) | 1340-1¼<br>854 (900-1¼) | 1340-2½<br>854 (900-2½) | 1340-2¾<br>854 (900-2¾) |

LANCASTER, SOUTH CAROLINA

Amdt 1 17DEC09

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

34° 43'N - 80° 51'W

**VOR/DME-A**

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

**LANCASTER CO—MC WHIRTER FLD** (LKR) 4 W UTC-5(-4DT) N34°43.38' W80°51.28'

CHARLOTTE

486 B S4 FUEL 100LL JET A NOTAM FILE AND

H-9B, 126, L-24J, 25D, 36E

RWY 06-24: H6004X100 (CONC) S-19, D-28 MIRL 0.4% up NE

IAP

RWY 06: PAPI(P2L)—GA 3.0°TCH 47'. Thld dsplcd 105'. Tree.

RWY 24: PAPI(P2L)—GA 3.0°TCH 43'. Tree.

**AIRPORT REMARKS:** Attended 1400-2300Z†. For after hrs fuel call 803-493-3226. Deer on and infov arpt. ACTIVATE MIRL Rwy 06-24—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.825 (803) 286-6444.**COMMUNICATIONS:** CTAF/UNICOM 122.725

Ⓡ CHARLOTTE APP/DEP CON 120.05

GCO 121.725 (CHARLOTTE APCH)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CLT.

CHARLOTTE (L) VORW/DME 115.0 CLT Chan 97 N35°11.42'

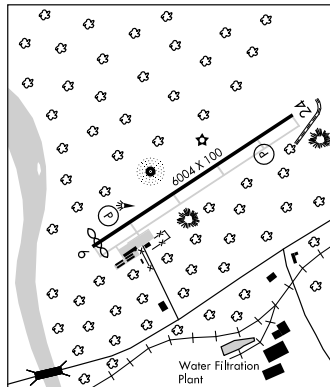
W80°57.11' 175° 28.4 NM to fld. 732/05W. HIWAS.

FORT MILL (L) VORTAC 112.4 FML Chan 71 N34°59.34'

W80°57.29' 165° 16.7 NM to fld. 645/02W. NOTAM FILE AND. SHUTDOWN.

NDB (MHW) 400 LKR N34°43.43' W80°51.49' at fld.

NOTAM FILE AND.

**LANDRUM****FAIRVIEW** (33A) 3 SE UTC-5(-4DT) N35°09.44' W82°07.34'

ATLANTA

1046 B NOTAM FILE AND

RWY 14-32: H2770X30 (ASPH) S-6.5 LIRL

RWY 14: Tree. Rgt tfc. RWY 32: Tree.

**AIRPORT REMARKS:** Unattended. Rwy 14-32 centerline markings NSTD size and separation. Twy markings are of wrong color. Rwy 14-32 is very bumpy with excessive patches along entire surface length. ACTIVATE LIRL Rwy 14-32—CTAF.

**COMMUNICATIONS:** CTAF 122.9**LAURENS CO** (LUX) 3 E UTC-5(-4DT) N34°30.42' W81°56.83'

CHARLOTTE

697 B S4 FUEL 100LL TPA-1500 (803) NOTAM FILE AND

L-24J, 25C

RWY 08-26: H3898X75 (ASPH) S-12.5 MIRL

IAP

RWY 08: PAPI(P2L)—GA 3.0° TCH 41'.

RWY 26: PAPI(P2L)—GA 3.0° TCH 37'.

**AIRPORT REMARKS:** Attended Mon-Sat 1500-2300Z†, Sun 1800-2300Z†. Self svc 24 hr fuel with credit card. PAPI Rwy 08, Rwy 26 opr continuously. ACTIVATE MIRL Rwy 08-26—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 123.975 (864) 682-3639.**COMMUNICATIONS:** CTAF/UNICOM 122.8

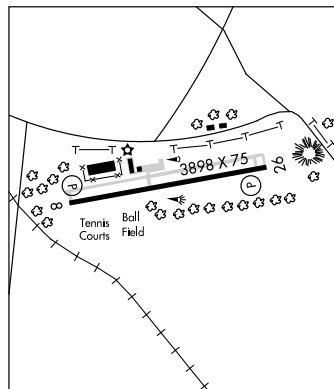
GREER APP/DEP CON 120.6 (1100-0445Z†)

ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GRD.

GREENWOOD (H) VORTAC 115.5 GRD Chan 102 N34°15.09'

W82°09.25' 035° 18.4 NM to fld. 630/01W.

**LEE CO** (See BISHOPVILLE)**LEXINGTON CO AT PELION** (See PELION)

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3898</b> |
| <b>079°</b> | TDZE     | <b>698</b>  |
|             | Apt Elev | <b>698</b>  |

**GPS RWY 8**  
LAURENS COUNTY (LUX)

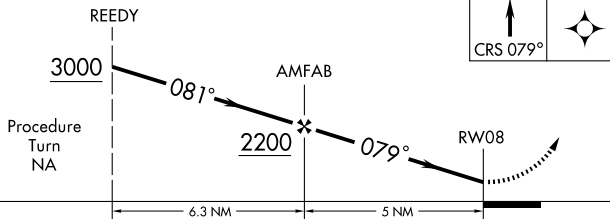
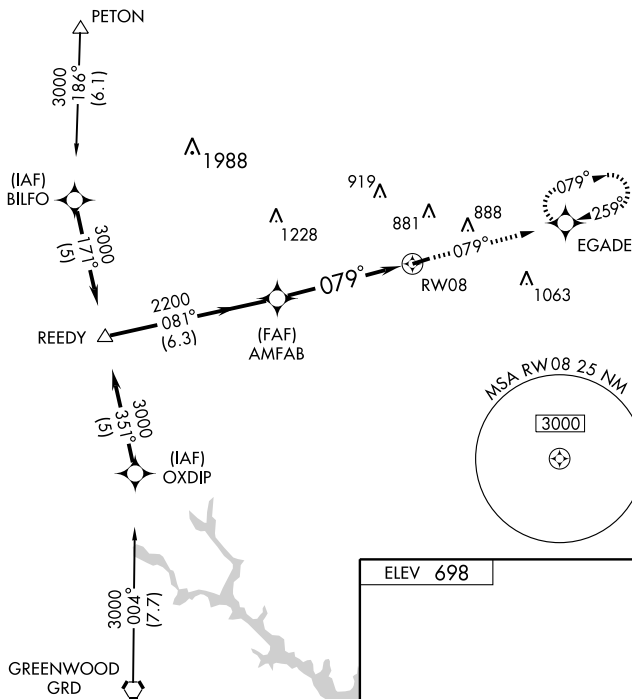
▲ NA Use Greer altimeter setting.

MISSED APPROACH: Climb to 2500 via 079° course to  
EGADE WP and hold.

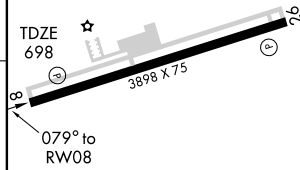
AWOS-3  
**123.975**

GREER APP CON ★  
**120.6 350.2**

UNICOM  
**122.8 (CTAF) 0**



ELEV 698



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| S-8      | 1240-1 | 542 (600-1) | 1240-1½<br>542 (600-1½) | NA |
| CIRCLING | 1340-1 | 642 (700-1) | 1340-1¾<br>642 (700-1¾) | NA |

MIRL Rwy 8-26 0

## LORIS

**TWIN CITY** (5J9) 3 NE UTC-5(-4DT) N34°05.31' W78°51.90'

99 B S4 NOTAM FILE AND

**RWY 08-26:** H3694X60 (ASPH-AFSC) S-8 LIRL

**RWY 08:** Thld displcd 200'. Tree.

**RWY 26:** SAVASI(S2L)—GA 3.5°TCH 34'. Tree.

**AIRPORT REMARKS:** Unattended. Parachute Jumping. Birds on and invof arpt. For svc call 843-756-7404. Rwy 26; 3 ft ditch 40 ft rgt/left of centerline end of thld. 30' P-line 180' left.

**COMMUNICATIONS:** CTAF 122.9

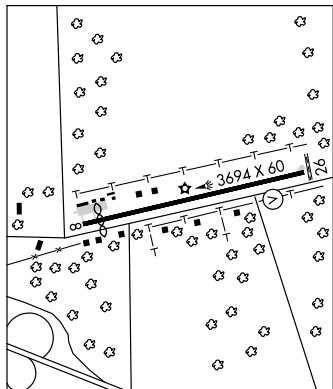
® **MYRTLE BEACH APP/DEP CON** 119.2 (1100-0400Z‡)

**JAX CENTER APP/DEP CON** 128.7 (0400-1100Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CRE.

**GRAND STRAND (L) VORTAC** 117.6 CRE Chan 123 N33°48.83'

W78°43.47' 340° 17.9 NM to fld. 20/03W.



CHARLOTTE

L-24J, 35A

IAP

## LOWCOUNTRY RGNL (See WALTERBORO)

**MANNING** N33°35.29' W80°12.37' NOTAM FILE AND.

NDB (MHW) 381 MNI at Santee Cooper Rgnl. Unmonitored.

CHARLOTTE

L-24I

## MANNING

**SANTEE COOPER RGNL** (MNI) 7 S UTC-5(-4DT) N33°35.23' W80°12.52'

103 B S2 FUEL 100LL NOTAM FILE AND

**RWY 02-20:** H3602X75 (ASPH) S-30 MIRL

**RWY 02:** PAPI(P2L)—GA 4.0°TCH 25'. Tree.

**RWY 20:** PAPI(P2L)—GA 4.0°TCH 25'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z‡. Self svc fuel avbl 24 hrs with credit card. Vehicles opr adjacent to Rwy 02-20 and cross at midfield periodically. Glider ops on and invof arpt. MIRL preset on low ints dusk-0400Z‡, to increase ints ACTIVATE—CTAF. After 0400Z‡ ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.175 (803) 478-6060.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® **SHAW APP/DEP CON** 125.4 (1200-0430Z‡)

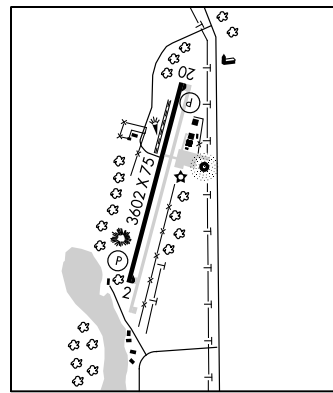
**JAX CENTER APP/DEP CON** 124.7 (0430-1200Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

**VANCE (L) VORTAC** 110.4 VAN Chan 41 N33°28.49'

W80°26.92' 067° 13.8 NM to fld. 140/06W.

**MANNING NDB (MHW)** 381 MNI N33°35.29' W80°12.37' at fld. Unmonitored.



CHARLOTTE

L-24I

IAP



APP CRS  
**263°**  
Rwy ldg TDZE **3501**  
Apt Elev **99**

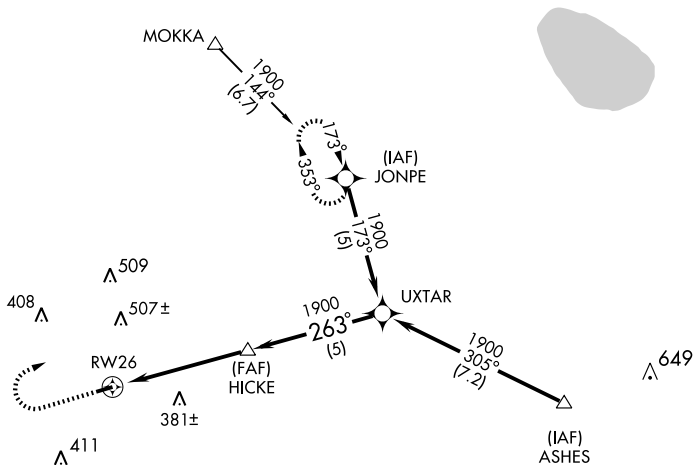
**GPS RWY 26**  
LORIS/ TWIN CITY (5J9)

▼  
▲ NA Use Myrtle Beach Intl altimeter setting.

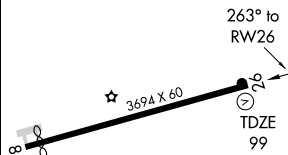
MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct JONPE WP and hold.

MYRTLE BEACH APP CON ★  
**119.2 350.3**

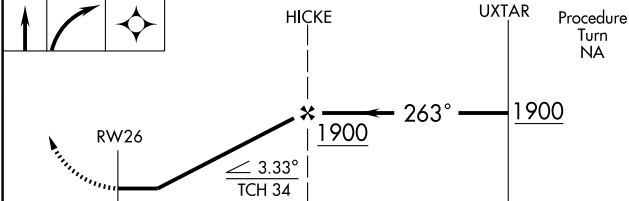
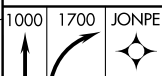
CTAF  
**122.9**



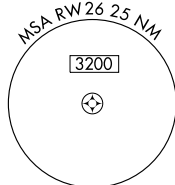
ELEV **99**



LIRL Rwy 8-26



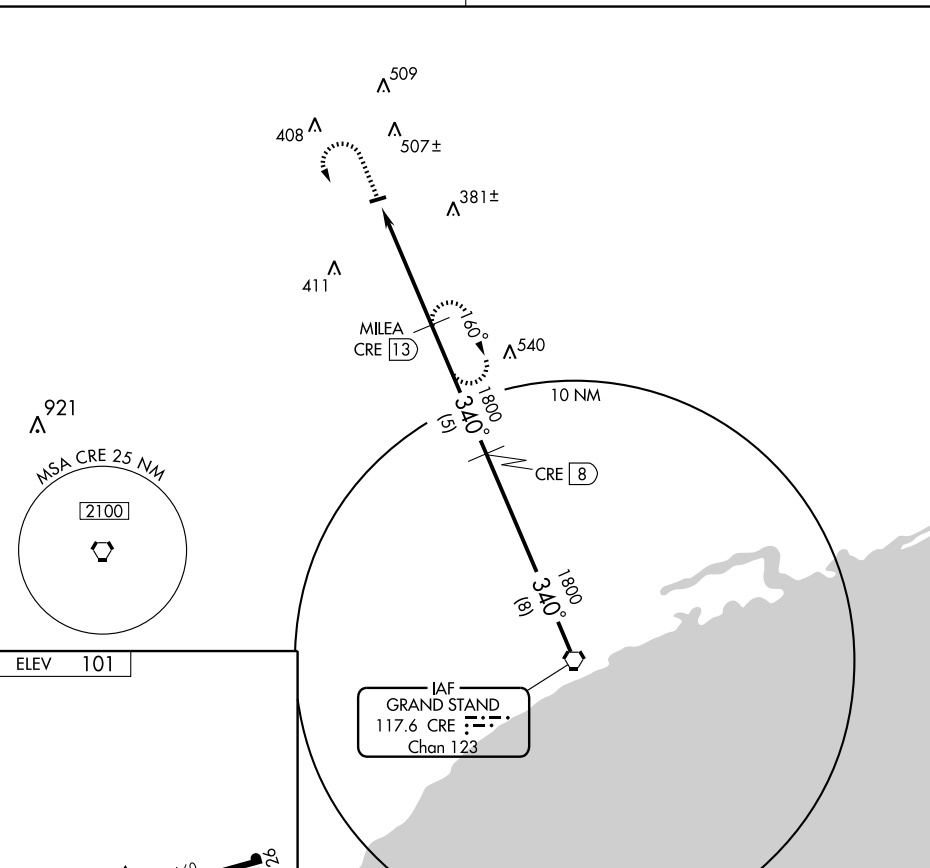
| CATEGORY | A     | B           | C  | D  |
|----------|-------|-------------|----|----|
| S-26     | 540-1 | 441 (500-1) | NA | NA |
| CIRCLING | 600-1 | 501 (600-1) | NA | NA |



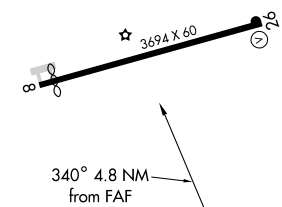
|   |                        |                             |  |
|---|------------------------|-----------------------------|--|
| VORTAC CRE<br><b>117.6</b><br>Chan <b>123</b> | APP CRS<br><b>340°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>101</b> |
|---|------------------------|-----------------------------|--|

**VOR/DME-A**  
LORIS/ TWIN CITY (5J9)

|   |   |
|---|---|
|  NA Use Myrtle Beach Intl altimeter setting. | MISSED APPROACH: Climb to 1100 then climbing left turn to 1800 via CRE R-340 to MILEA and hold. |
| MYRTLE BEACH APP CON ★<br><b>119.2 350.3</b>  | CTAF<br><b>122.9</b>  |



ELEV 101



|          |                    |                 |                 |       |                   |
|----------|--------------------|-----------------|-----------------|-------|-------------------|
| 1100     | 1800               | MILEA<br>CRE 13 | MILEA<br>CRE 13 | CRE 8 | VORTAC            |
| ↑        | CRE R-340<br>117.6 |                 |                 |       |                   |
|          | CRE 17.8           | 1800            | 1800            | 1800  | Procedure Turn NA |
|          | 4.8 NM             | 5 NM            | 8 NM            |       |                   |
| CATEGORY | A                  | B               | C               | D     |                   |
| CIRCLING | 600-1 499 (500-1)  |                 | NA              | NA    |                   |

LIRL Rwy 8-26

LORIS, SOUTH CAROLINA

Amdt 2A 10126

34°05'N - 78°52'W

LORIS/ TWIN CITY (5J9)

**VOR/DME-A**

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

## LORIS

**TWIN CITY** (5J9) 3 NE UTC-5(-4DT) N34°05.31' W78°51.90'

99 B S4 NOTAM FILE AND

**RWY 08-26:** H3694X60 (ASPH-AFSC) S-8 LIRL

**RWY 08:** Thld displcd 200'. Tree.

**RWY 26:** SAVASI(S2L)—GA 3.5°TCH 34'. Tree.

**AIRPORT REMARKS:** Unattended. Parachute Jumping. Birds on and invof arpt. For svc call 843-756-7404. Rwy 26; 3 ft ditch 40 ft rgt/left of centerline end of thld. 30' P-line 180' left.

**COMMUNICATIONS:** CTAF 122.9

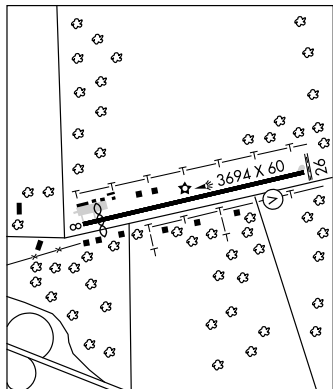
® MYRTLE BEACH APP/DEP CON 119.2 (1100-0400Z‡)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CRE.

**GRAND STRAND (L) VORTAC** 117.6 CRE Chan 123 N33°48.83'

W78°43.47' 340° 17.9 NM to fld. 20/03W.



CHARLOTTE

L-24J, 35A

IAP

## LOWCOUNTRY RGNL (See WALTERBORO)

**MANNING** N33°35.29' W80°12.37' NOTAM FILE AND.

NDB (MHW) 381 MNI at Santee Cooper Rgnl. Unmonitored.

CHARLOTTE

L-24I

## MANNING

**SANTEE COOPER RGNL** (MNI) 7 S UTC-5(-4DT) N33°35.23' W80°12.52'

103 B S2 FUEL 100LL NOTAM FILE AND

**RWY 02-20:** H3602X75 (ASPH) S-30 MIRL

**RWY 02:** PAPI(P2L)—GA 4.0°TCH 25'. Tree.

**RWY 20:** PAPI(P2L)—GA 4.0°TCH 25'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z‡. Self svc fuel avbl 24 hrs with credit card. Vehicles opr adjacent to Rwy 02-20 and cross at midfield periodically. Glider ops on and invof arpt. MIRL preset on low ints dusk-0400Z‡, to increase ints ACTIVATE—CTAF. After 0400Z‡ ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.175 (803) 478-6060.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® SHAW APP/DEP CON 125.4 (1200-0430Z‡)

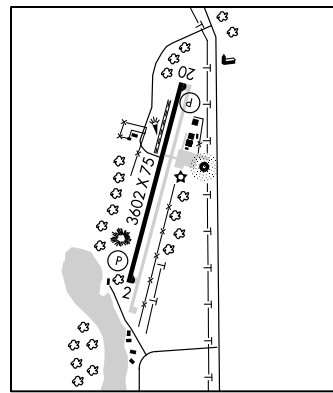
JAX CENTER APP/DEP CON 124.7 (0430-1200Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

**VANCE (L) VORTAC** 110.4 VAN Chan 41 N33°28.49'

W80°26.92' 067° 13.8 NM to fld. 140/06W.

**MANNING NDB (MHW)** 381 MNI N33°35.29' W80°12.37' at fld. Unmonitored.



CHARLOTTE

L-24I

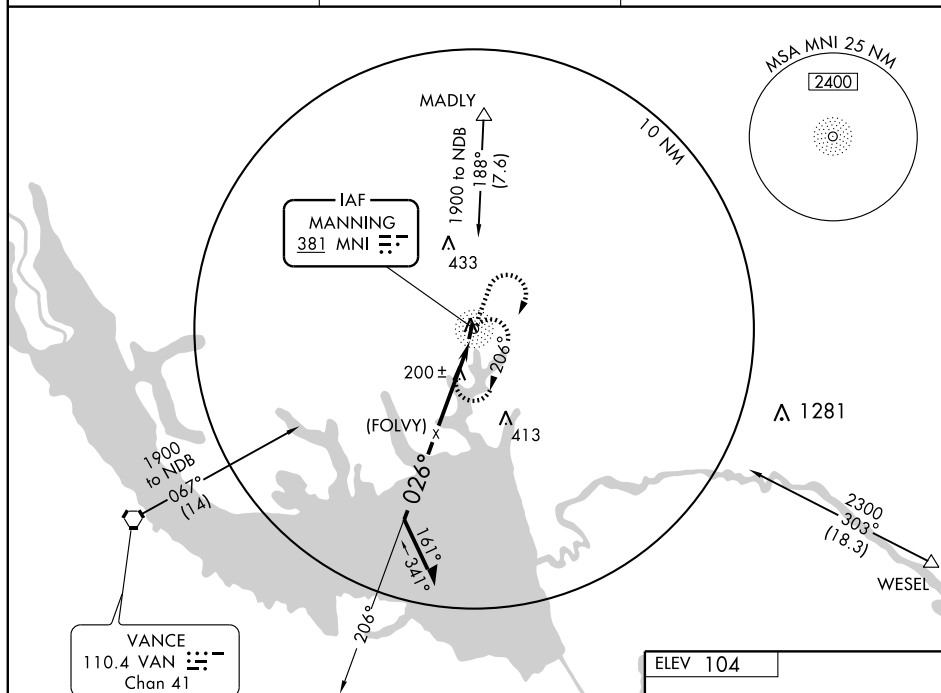
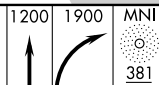
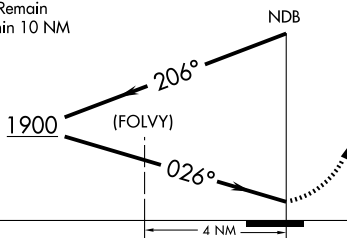
IAP

|                       |                        |                             |   |
|-----------------------|------------------------|-----------------------------|---|
| NDB MNI<br><b>381</b> | APP CRS<br><b>026°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3602</b><br><b>102</b><br><b>104</b> |
|-----------------------|------------------------|-----------------------------|---|

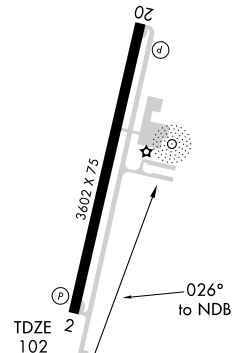
## NDB or GPS RWY 2

MANNING/SANTEE COOPER RGNL (MNI)

|      |                                 |  |
|------|---------------------------------|--|
| <br> | Use Florence altimeter setting. | MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 direct MNI NDB and hold. |
|------|---------------------------------|--|

AWOS-3  
**120.175**SHAW APP CON★  
**125.4 285.4**UNICOM  
**122.8 (CTAF) 0**Remain  
within 10 NM

ELEV 104



| CATEGORY | A                 | B | C                   | D                   |
|----------|-------------------|---|---------------------|---------------------|
| S-2      | 660-1 558 (600-1) |   | 660-1½ 558 (600-1½) | 660-1¾ 558 (600-1¾) |
| CIRCLING | 660-1 556 (600-1) |   | 660-1½ 556 (600-1½) | 660-2 556 (600-2)   |

MIRL Rwy 2-20 0

|  |                        |   |
|--|------------------------|---|
| VORTAC VAN<br><b>110.4</b><br>Chan <b>41</b> | APP CRS<br><b>067°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>104</b> |
|--|------------------------|---|

# VOR/DME or GPS-A

MANNING/SANTEE COOPER RGNL (MNT)



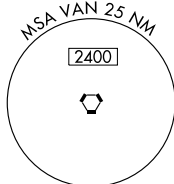
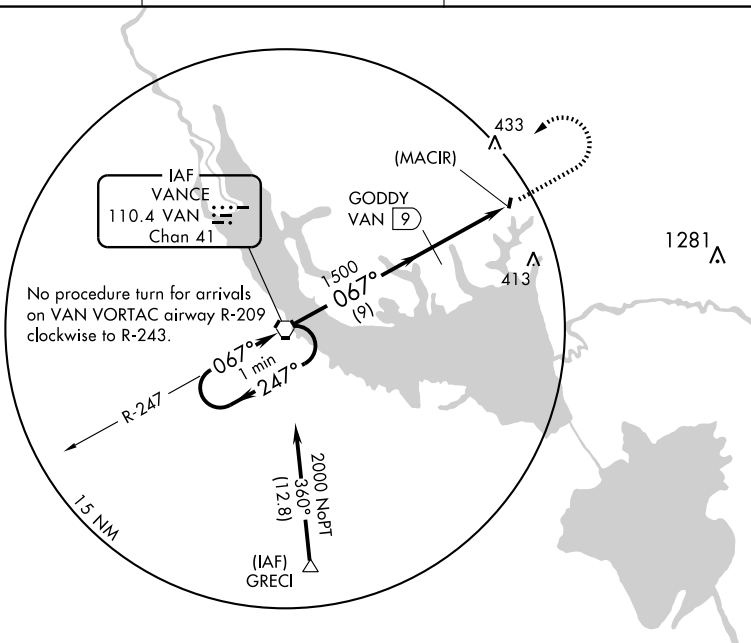
Use Florence altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct VAN VORTAC and hold.

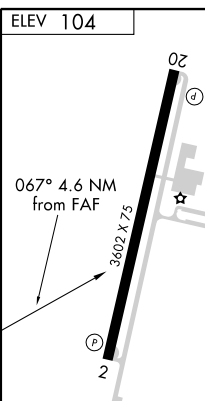
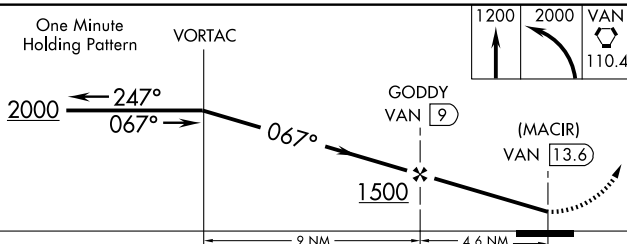
AWOS-3  
**120.175**

SHAW APP CON ★  
**125.4 285.4**

UNICOM  
**122.8 (CTAF) 0**



One Minute  
Holding Pattern



| CATEGORY | A     | B           | C                      | D                    |
|----------|-------|-------------|------------------------|----------------------|
| CIRCLING | 660-1 | 556 (600-1) | 660-1½<br>556 (600-1½) | 660-2<br>556 (600-2) |

MIRL Rwy 2-20 0

**MARION CO** (MAO) 3 E UTC-5(-4DT) N34°10.87' W79°20.08'

92 B FUEL 100LL, JET A NOTAM FILE AND

RWY 04-22: H4503X100 (ASPH) S-26, D-34 MIRL

RWY 04: Rgt tfc. RWY 22: Rgt tfc.

**AIRPORT REMARKS:** Attended 1200-2200Z†. For fuel after hrs call 843-526-1409 Mon-Sun; call either 843-423-7325 or 843-464-0401. Student training on and invof arpt.

**WEATHER DATA SOURCES:** AWOS-3 119.875 (843) 423-4231.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

FLORENCE APP/DEP CON 135.25 (1130-0300Z†)

JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FLO.

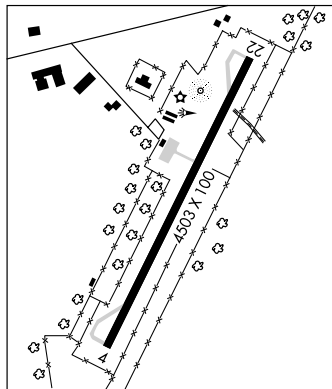
FLORENCE (H) VORTAC 115.2 FLO Chan 99 N34°13.98' W79°39.43' 104° 16.3 NM to fld. 110/03W. **HIWAS.**

NDB (MHW) 388 MAO N34°11.11' W79°19.99' at fld. NOTAM FILE AND.

CHARLOTTE

L-24J, 35A, 36E

IAP



**MARLBORO CO JETPORT-H.E. AVENT FLD** (See BENNETTSVILLE)

**McCORMICK CO** (S19) 1 SE UTC-5(-4DT) N33°54.49' W82°16.02'

459 B NOTAM FILE AND

RWY 18-36: H3598X75 (ASPH) S-12.5 MIRL

RWY 18: Tree. RWY 36: Tree.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 18-36 and rotating bcn—CTAF.

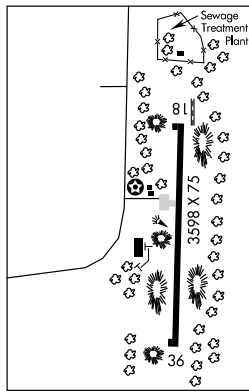
**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GRD.

GREENWOOD (H) VORTAC 115.5 GRD Chan 102 N34°15.09' W82°09.25' 196° 21.3 NM to fld. 630/01W.

ATLANTA

L-24I



NDB MA  
388

APP CRS  
036°

|          |      |
|----------|------|
| Rwy Idg  | 4503 |
| TDZE     | 92   |
| Apt Elev | 92   |

NDB RWY 4  
MARION COUNTY (MAO)



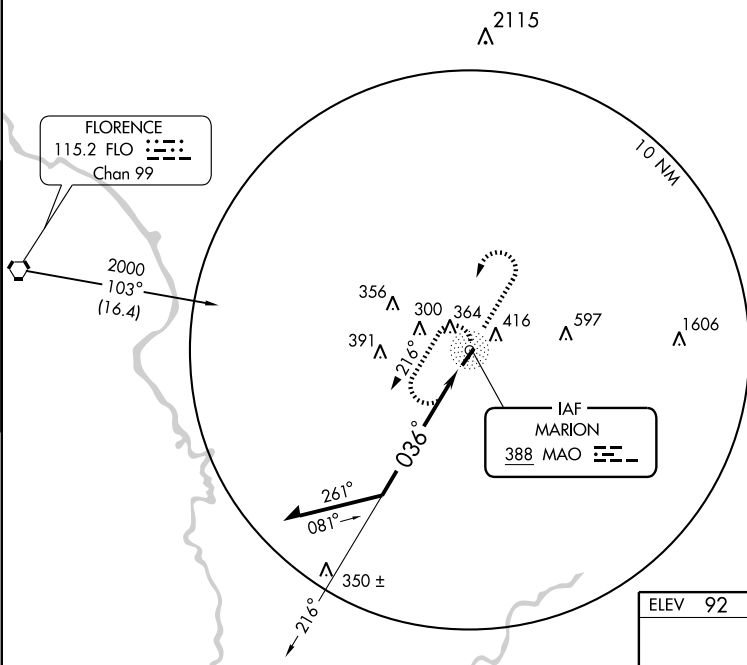
Obtain local altimeter setting on CTAF; when not received, use Florence altimeter setting.

**MISSED APPROACH:** Climb to 2000 then left turn direct MAO NDB and hold.

AWOS-3  
119.875

FLORENCE APP CON ★  
135.25 316.15

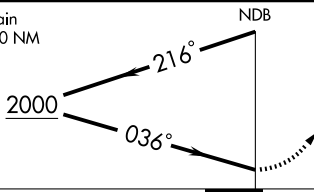
UNICOM  
**122.8** (CTAF)



MSA MAO 25 NM

3200

Remain  
within 10 NM



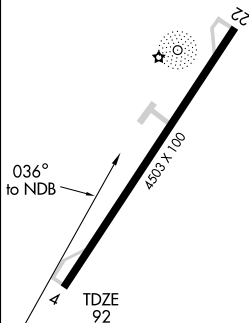
2000



MAC

388

ELEV 92



MIRL Rwy 4-22

| CATEGORY | A     | B           | C   | D   |
|----------|-------|-------------|---|---|
| S-4      | 760-1 | 668 (700-1) | 760-1 <sup>3</sup> / <sub>4</sub><br>668 (700-1 <sup>3</sup> / <sub>4</sub> ) | 760-2<br>668 (700-2)  |
| CIRCLING | 780-1 | 688 (700-1) | 780-2<br>688 (700-2)  | 780-2 <sup>1</sup> / <sub>4</sub><br>688 (700-2 <sup>1</sup> / <sub>4</sub> ) |

### FLORENCE ALTIMETER SETTING MINIMUMS

|          |                   |                      |   |
|----------|-------------------|----------------------|---|
| S-4      | 820-1 728 (800-1) | 820-2<br>728 (800-2) | 820-2 $\frac{1}{4}$<br>728 (800-2 $\frac{1}{4}$ ) |
| CIRCLING | 820-1 728 (800-1) | 820-2<br>728 (800-2) | 820-2 $\frac{1}{4}$<br>728 (800-2 $\frac{1}{4}$ ) |

|         |    |    |     |     |     |
|---------|----|----|-----|-----|-----|
| Knots   | 60 | 90 | 120 | 150 | 180 |
| Min:Sec |    |    |     |     |     |

MARION, SOUTH CAROLINA

Amdt 4 08101

34°11'N-79°20'W

MARION COUNTY (MA0)

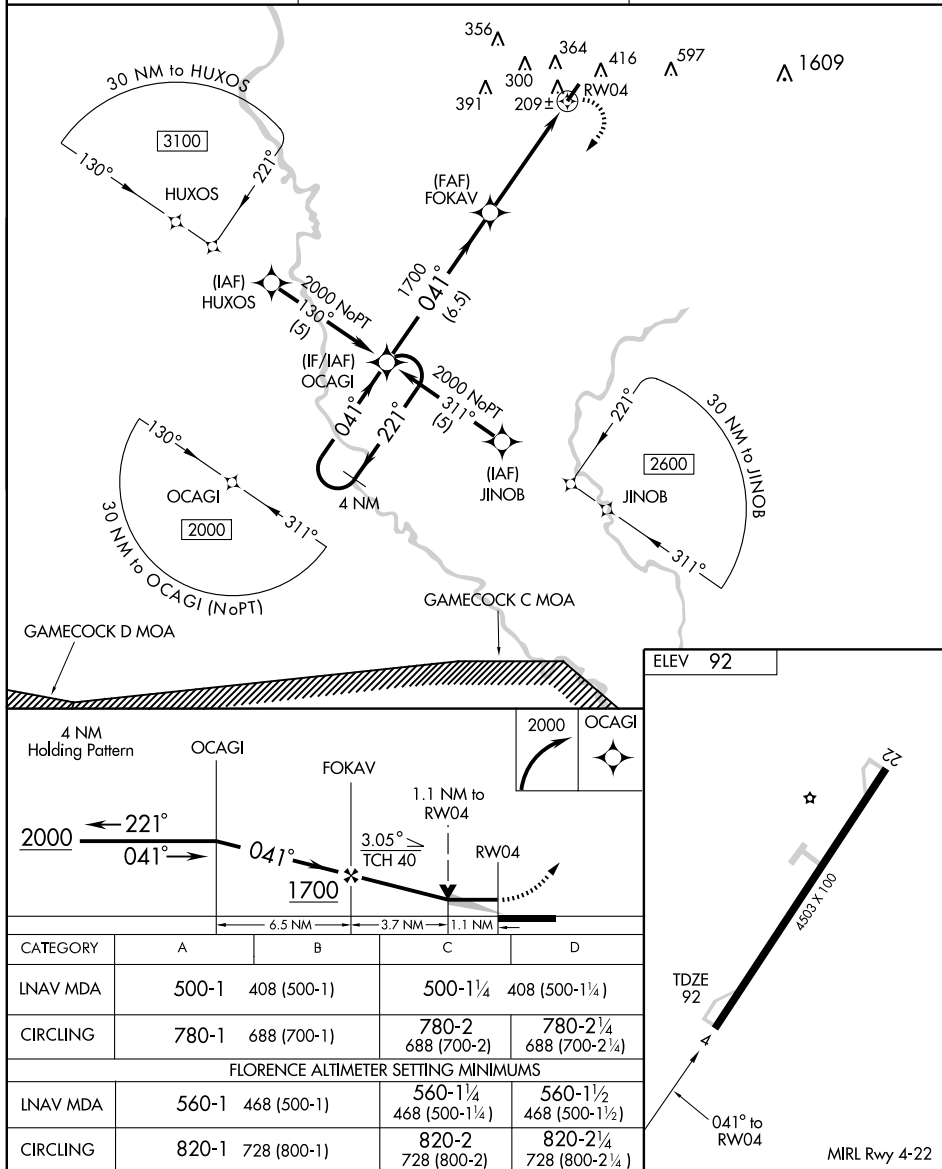
NDB RWY 4

**SE-2, 23 SEP 2010 to 21 OCT 2010**

APP CRS  
**041°**Rwy Idg **4503**  
TDZE **92**  
Apt Elev **92****RNAV (GPS) RWY 4**  
MARION COUNTY (MAO)

▼ Obtain local altimeter setting on CTAF; when not received, use Florence altimeter setting. DME/DME RNP-0.3 NA.  
 ▲ NA VDP NA when using Florence altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct OCAGI and hold.

AWOS-3  
**119.875**FLORENCE APP CON ★  
**135.25 316.15**UNICOM  
**122.8** (CTAF)

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010



VORTAC FLO  
115.2  
Chan 99

APP CRS  
104°

Rwy Idg  
TDZE  
Apt Elev

NA  
NA  
93

VOR/DME-A  
MARION COUNTY (MAO)



**A NA**

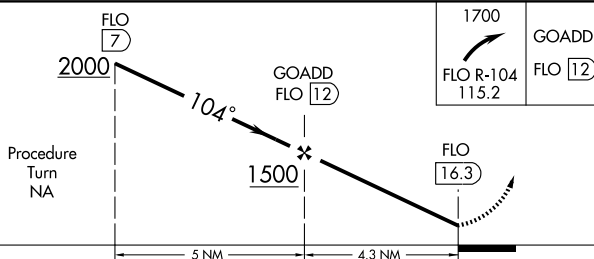
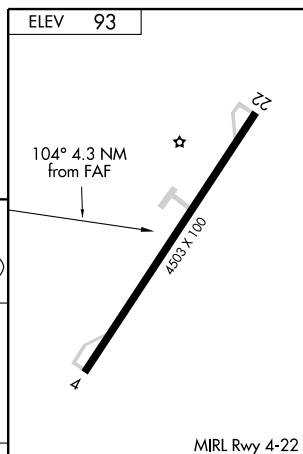
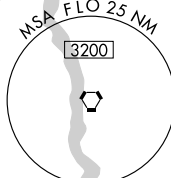
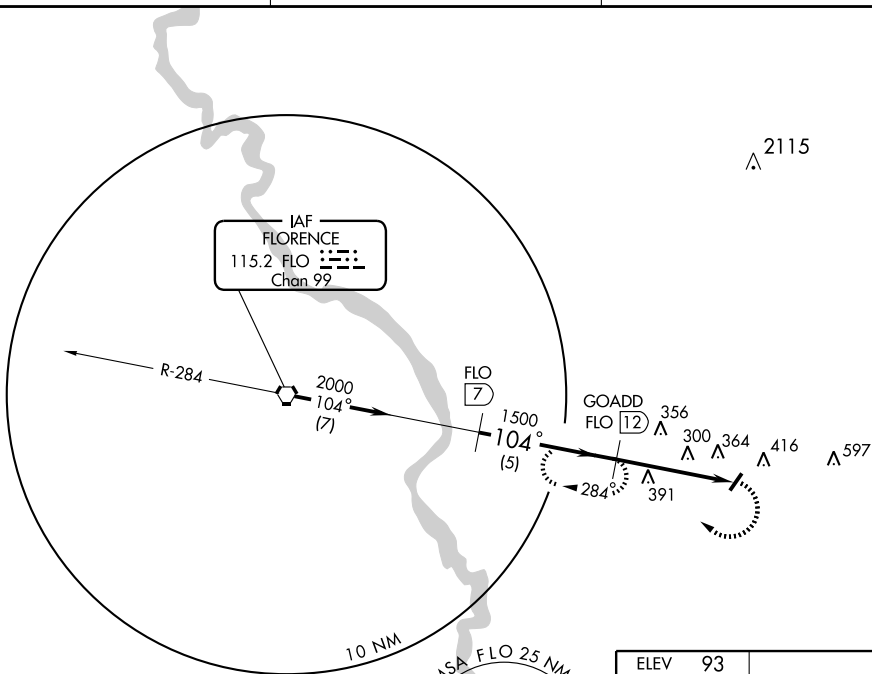
Use Florence altimeter setting.

**MISSED APPROACH:** Climbing right turn to 1700 via FLO R-104 to GOADD 12 DME and hold.

AWOS-3  
**119.875**

FLORENCE APP CON ★  
135.25 316.15

UNICOM  
**122.8** (CTAF)



| CATEGORY | A     | B           | C                    | D   |         |    |    |     |     |     |
|----------|-------|-------------|----------------------|---|---------|----|----|-----|-----|-----|
| CIRCLING | 820-1 | 727 (800-1) | 820-2<br>727 (800-2) | 820-2 $\frac{1}{4}$<br>727 (800-2 $\frac{1}{4}$ ) | Knots   | 60 | 90 | 120 | 150 | 180 |
|          |       |             |                      |   | Min:Sec |    |    |     |     |     |

## MONCK'S CORNER

BERKELEY CO (MKS) 1 SW UTC-5(-4DT) N33°11.13' W80°02.18'

CHARLOTTE

73 B S4 FUEL 100LL, JET A NOTAM FILE AND

L-241

RWY 05-23: H4351X75 (ASPH) S-26, D-38 MIRL

IAP

RWY 05: PAPI(P2L)—GA 3.0°TCH 46'. Tree.

RWY 23: PAPI(P2L)—GA 3.0°TCH 43'. Tree.

AIRPORT REMARKS: Attended 1300-2300Z†.

ACTIVATE MIRL Rwy 05-23—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.175 (843) 761-1486.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ CHARLESTON APP/DEP CON 135.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

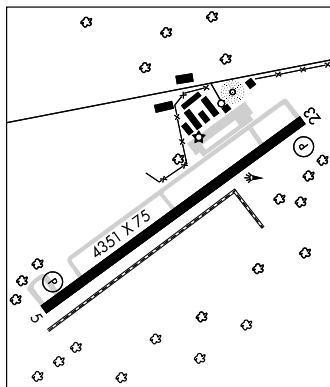
CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66'

W80°02.27' 005° 17.4 NM to fld. 39/05W.

HIWAS.

MONCK'S CORNER NDB (MHW) 354 MKS N33°11.46' W80°02.01'

at fld. NOTAM FILE AND.



MT PLEASANT RGNL-FAISON FLD (LRO) 9 NE GMT-5(-4DT) N32°53.87' W79°46.97'

CHARLOTTE

12 B FUEL 100LL, JET A TPA-1000(988) NOTAM FILE AND

L-241

RWY 17-35: H3700X75 (ASPH) S-12.5 MIRL

IAP

RWY 17: PAPI(P4L)—GA 4.0° TCH 27'. RWY 35: PAPI (P4L)—GA 4.0° TCH 27'. Rgt tfc.

AIRPORT REMARKS: Attended 1100-0100Z†. Deer and birds on and in/ov arpt. Two 2000' towers approximately 4-6 miles E of arpt. ACTIVATE MIRL Rwy 17-35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.625 (843) 849-0438.

COMMUNICATIONS: CTAF/UNICOM 122.7

CHARLESTON APP/DEP CON 135.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 094° 12.9 NM to fld. 39/05W.

HIWAS.

MURRY N33°58.03' W81°14.68' NOTAM FILE CAE.

CHARLOTTE

NDB (LOM) 362 CA 112° 6.5 NM to Columbia Metropolitan. LOM unmonitored.

I-241

MYRTLE BEACH INTL (MYR) 3 SW UTC-5(-4DT) N33°40.79' W78°55.70'

CHARLOTTE

25 B S4 FUEL 100LL, JET A Class I, ARFF Index C NOTAM FILE AND

H-9C, 12G, L-241, 35B

RWY 18-36: H9503X150 (ASPH-CONC-GRVD) S-50, D-175, 2D-325, 2D/2D2-650

IAP, AD

PCN 27 F/A/X/T HIRL

RWY 18: MALSR. PAPI(P4L). P-line. Rgt tfc.

RWY 36: MALSF. PAPI(P4L). Trees.

AIRPORT REMARKS: Attended 1100-0400Z†. Gulls on and in/ov arpt. Rwy 18-36 concrete first 1000' both ends. No approval required for pushback at terminal gates; push is at pilots discretion; remain clear of twys. U.S. customs user fee arpt. U.S. Customs svc avbl Mon-Fri 1300-2200Z†, other times PPR and fee charged. Arpt lgtg opr dusk-0500Z†. When twr clsd ACTIVATE HIRL Rwy 18-36—CTAF. Rwy 18 touchdown and rollout runway visual range avbl. Rwy 36 touchdown and rollout runway visual range avbl.

WEATHER DATA SOURCES: AWOS-3 124.5 (843) 238-0335. LAWRS.

COMMUNICATIONS: CTAF 128.45 ATIS 123.925 UNICOM 122.95

Ⓡ APP/DEP CON 127.4 (171°-321°) 119.2 (322°-170°) (1100-0400Z†)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

TOWER 128.45 (1100-0400Z†) GND CON 120.3 CLNC DEL 132.175 (Key mike 4 times to activate Clnc Del)

AIRSPACE: CLASS C svc 1100-0400Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRE.

GRAND STRAND (L) VORTAC 117.6 CRE Chan 123 N33°48.83' W78°43.47' 235° 13 NM to fld. 20/03W.

ILS 109.5 I-MYR Rwy 18. MM OTS indef.

ILS 111.9 I-BSQ Rwy 36. Class IE.

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>63210</b><br><b>W05A</b> | APP CRS<br><b>050°</b> | Rwy Idg<br>TDZE <b>73</b><br>Apt Elev <b>73</b> | <b>4351</b> |
|--|------------------------|---|-------------|

## RNAV (GPS) RWY 5

MONCKS CORNER/ BERKELEY COUNTY (MKS)

|  |  |
|--|--|
| <p>▼</p> <p>▲ NA</p> <p>Circling to Rwy 23 NA at night. Baro-VNAV NA when using Charleston AFB/Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA to 451 feet; LNAV/VNAV DA to 513 feet, and all MDA 60 feet; increase LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Charleston AFB/Intl altimeter setting.</p> | <p>MISSED APPROACH: Climb to 2000 direct URICU and via 117° track to CUBBY and hold.</p> |
|--|--|

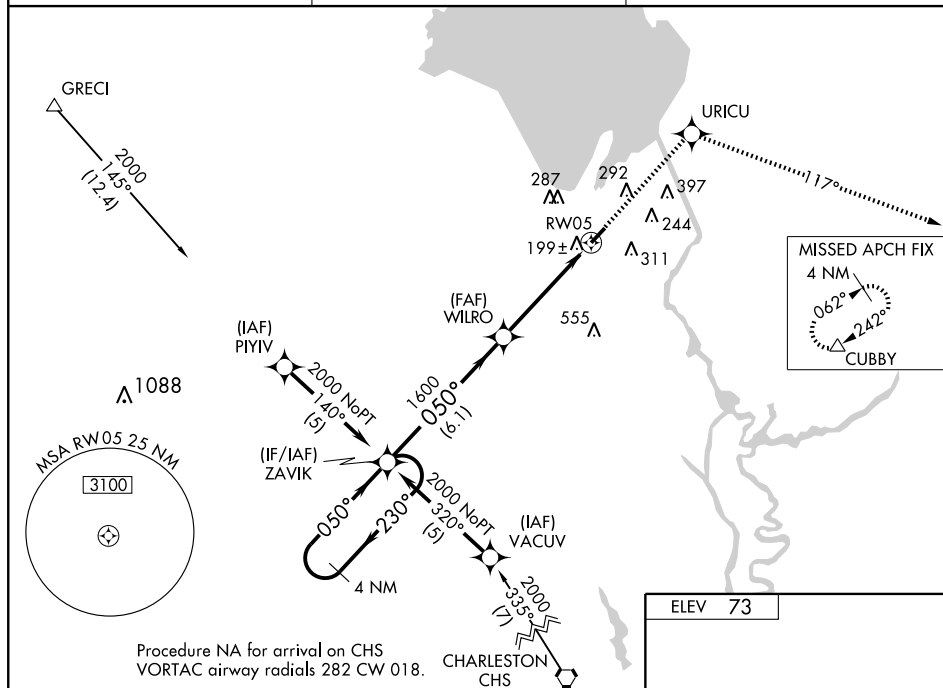
AWOS-3

**119.175**

CHARLESTON APP CON

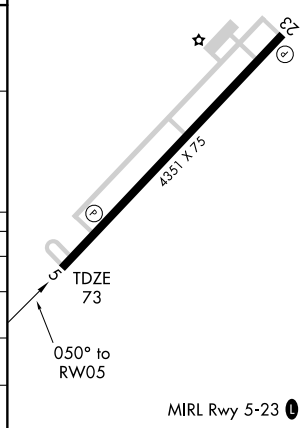
**135.8 379,925**

UNICOM

**123.05 (CTAF) 1**

ELEV 73

|                      |             |              |              |                 |            |       |
|----------------------|-------------|--------------|--------------|-----------------|------------|-------|
| 4 NM Holding Pattern | ZAVIK       | WILRO        | 2000         | URICU           | 117° TRK   | CUBBY |
| 2000                 | 230°        | 050°         | 1600         | *1.3 NM to RW05 | *LNAV only | RW05  |
| GS 3.00° TCH 46      | 6.1 NM      | 3.3 NM       | 1.3 NM       |                 |            |       |
| CATEGORY             | A           | B            | C            | D               |            |       |
| LPV DA               | 407-1¼      | 334 (400-1¼) |              |                 |            |       |
| LNAV/VNAV DA         | 469-1½      | 396 (400-1½) |              |                 |            |       |
| LNAV MDA             | 520-1       | 447 (500-1)  | 520-1¼       | 520-1½          |            |       |
|                      |             |              | 447 (500-1¼) | 447 (500-1½)    |            |       |
| CIRCLING             | 520-1       | 620-1        | 620-1½       | 640-2           |            |       |
|                      | 447 (500-1) | 547 (600-1)  | 547 (600-1½) | 567 (600-2)     |            |       |



MIRL Rwy 5-23 1

APP CRS  
**230°**

Rwy ldg **4351**  
TDZE **73**  
Apt Elev **73**

# RNAV (GPS) RWY 23

MONCKS CORNER/ BERKELEY COUNTY (MKS)

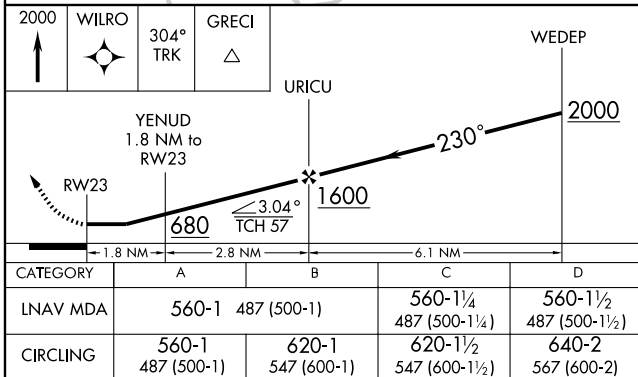
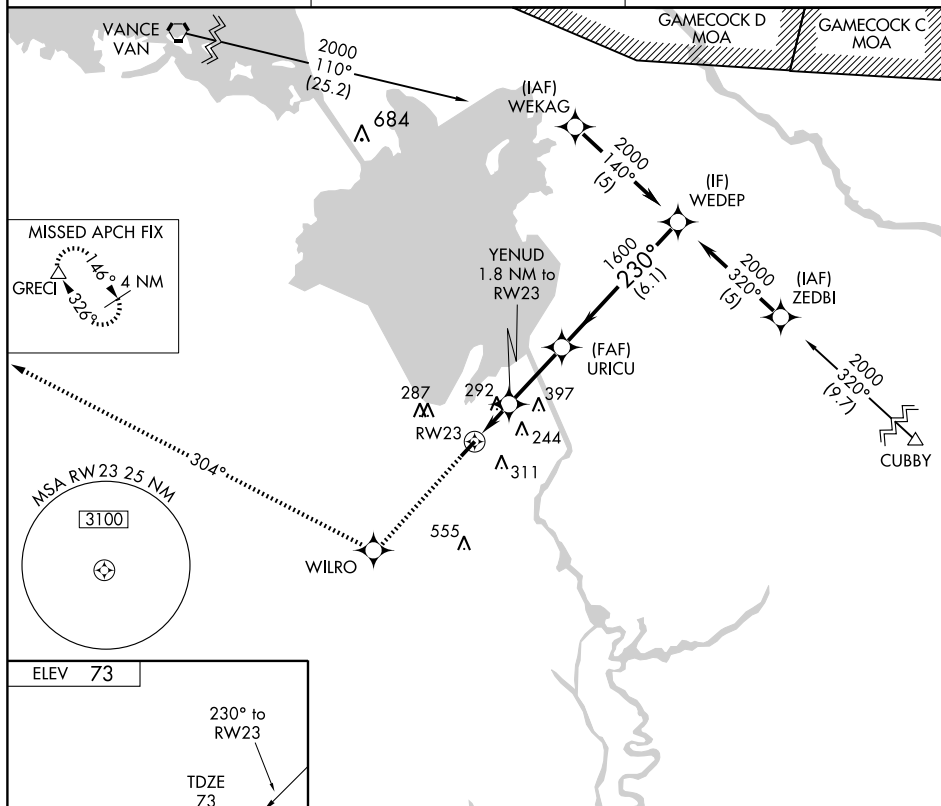
**▼** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters  
**▲** NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 60 feet and Circling Cat. C and D visibility ¼ mile.

**MISSED APPROACH:** Climb to 2000 direct WILRO and via 304° track to GRECI and hold.

AWOS-3  
**119.175**

CHARLESTON APP CON  
**135.8 379.925**

UNICOM  
**123.05 (CTAF) 0**



MIRL Rwy 5-23 0

MONCKS CORNER, SOUTH CAROLINA

Orig 09127

MONCKS CORNER/ BERKELEY COUNTY (MKS)

33°11'N-80°02'W

# RNAV (GPS) RWY 23

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010



## MONCK'S CORNER

BERKELEY CO (MKS) 1 SW UTC-5(-4DT) N33°11.13' W80°02.18'

CHARLOTTE

73 B S4 FUEL 100LL, JET A NOTAM FILE AND

L-241

RWY 05-23: H4351X75 (ASPH) S-26, D-38 MIRL

IAP

RWY 05: PAPI(P2L)—GA 3.0°TCH 46'. Tree.

RWY 23: PAPI(P2L)—GA 3.0°TCH 43'. Tree.

AIRPORT REMARKS: Attended 1300-2300Z†.

ACTIVATE MIRL Rwy 05-23—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.175 (843) 761-1486.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ CHARLESTON APP/DEP CON 135.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

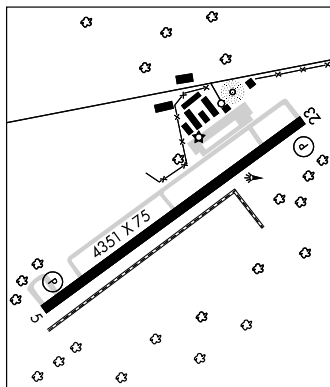
CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66'

W80°02.27' 005° 17.4 NM to fld. 39/05W.

HIWAS.

MONCK'S CORNER NDB (MHW) 354 MKS N33°11.46' W80°02.01'

at fld. NOTAM FILE AND.



MT PLEASANT RGNL-FAISON FLD (LRO) 9 NE GMT-5(-4DT) N32°53.87' W79°46.97'

CHARLOTTE

12 B FUEL 100LL, JET A TPA-1000(988) NOTAM FILE AND

L-241

RWY 17-35: H3700X75 (ASPH) S-12.5 MIRL

IAP

RWY 17: PAPI(P4L)—GA 4.0° TCH 27'. RWY 35: PAPI (P4L)—GA 4.0° TCH 27'. Rgt tfc.

AIRPORT REMARKS: Attended 1100-0100Z†. Deer and birds on and in/ov arpt. Two 2000' towers approximately 4-6 miles E of arpt. ACTIVATE MIRL Rwy 17-35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.625 (843) 849-0438.

COMMUNICATIONS: CTAF/UNICOM 122.7

CHARLESTON APP/DEP CON 135.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 094° 12.9 NM to fld. 39/05W.

HIWAS.

MURRY N33°58.03' W81°14.68' NOTAM FILE CAE.

CHARLOTTE

NDB (LOM) 362 CA 112° 6.5 NM to Columbia Metropolitan. LOM unmonitored.

I-241

MYRTLE BEACH INTL (MYR) 3 SW UTC-5(-4DT) N33°40.79' W78°55.70'

CHARLOTTE

25 B S4 FUEL 100LL, JET A Class I, ARFF Index C NOTAM FILE AND

H-9C, 12G, L-241, 35B

RWY 18-36: H9503X150 (ASPH-CONC-GRVD) S-50, D-175, 2D-325, 2D/2D2-650

IAP, AD

PCN 27 F/A/X/T HIRL

RWY 18: MALSR. PAPI(P4L). P-line. Rgt tfc.

RWY 36: MALSF. PAPI(P4L). Trees.

AIRPORT REMARKS: Attended 1100-0400Z†. Gulls on and in/ov arpt. Rwy 18-36 concrete first 1000' both ends. No approval required for pushback at terminal gates; push is at pilots discretion; remain clear of twys. U.S. customs user fee arpt. U.S. Customs svc avbl Mon-Fri 1300-2200Z†, other times PPR and fee charged. Arpt lgts opr dusk-0500Z†. When twr clsd ACTIVATE HIRL Rwy 18-36—CTAF. Rwy 18 touchdown and rollout runway visual range avbl. Rwy 36 touchdown and rollout runway visual range avbl.

WEATHER DATA SOURCES: AWOS-3 124.5 (843) 238-0335. LAWRS.

COMMUNICATIONS: CTAF 128.45 ATIS 123.925 UNICOM 122.95

Ⓡ APP/DEP CON 127.4 (171°-321°) 119.2 (322°-170°) (1100-0400Z†)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

TOWER 128.45 (1100-0400Z†) GND CON 120.3 CLNC DEL 132.175 (Key mike 4 times to activate Clnc Del)

AIRSPACE: CLASS C svc 1100-0400Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRE.

GRAND STRAND (L) VORTAC 117.6 CRE Chan 123 N33°48.83' W78°43.47' 235° 13 NM to fld. 20/03W.

ILS 109.5 I-MYR Rwy 18. MM OTS indef.

ILS 111.9 I-BSQ Rwy 36. Class IE.

WAAS  
CH **62817**  
**W17A**

APP CRS  
**174°**

Rwy Idg **3700**  
TDZE **12**  
Apt Elev **12**

# RNAV (GPS) RWY 17

MT PLEASANT RGNL-FAISON FIELD (L.R.O)

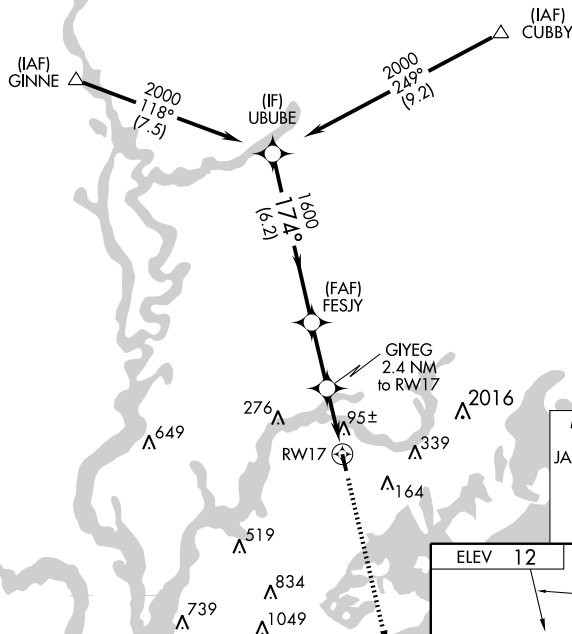
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DA/MDA 40 feet, increase LPV and LNAV/VNAV all Cnts visibility ¼ mile. Baro-VNAV NA with Charleston AFB/Intl altimeter setting. VDP NA with Charleston AFB/Intl altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct JAXOV and hold, continue climb-in-hold to 3000.

AWOS-3  
**118.625**

CHARLESTON APP CON  
**135.8 379.925**

UNICOM  
**122.7 (CTAF) ①**



Procedure  
Turn NA

VGSI and RNAV  
glidepath not coincident.

3000

JAXOV

UBUBE

2000

174°

1600

GS 3.00°  
TCH 35

FESJY

1600

GIYEG

2.4 NM to RW17

\*0.8 NM to RW17

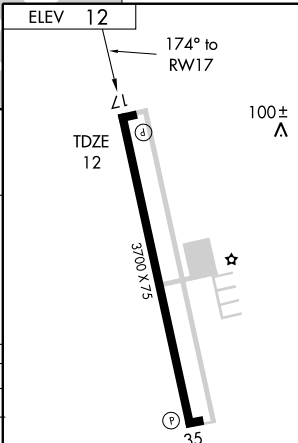
\*LNAV only.

\*800

RW17

6.2 NM 2.4 NM 1.6 NM 0.8

| CATEGORY     | A                    | B                    | C                      | D  |
|--------------|----------------------|----------------------|------------------------|----|
| LPV DA       |                      | 307-1                | 295 (300-1)            | NA |
| LNAV/VNAV DA | 389-1¼               | 377 (400-1¼)         |                        | NA |
| LNAV MDA     | 360-1                | 348 (400-1)          |                        | NA |
| CIRCLING     | 420-1<br>408 (500-1) | 480-1<br>468 (500-1) | 520-1½<br>508 (600-1½) | NA |



MIRL Rwy 17-35 ①

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3700</b> |
| <b>354°</b> | TDZE     | <b>12</b>   |
|             | Apt Elev | <b>12</b>   |

# RNAV (GPS) RWY 35

## MT PLEASANT RGNL-FAISON FIELD (L.R.O)

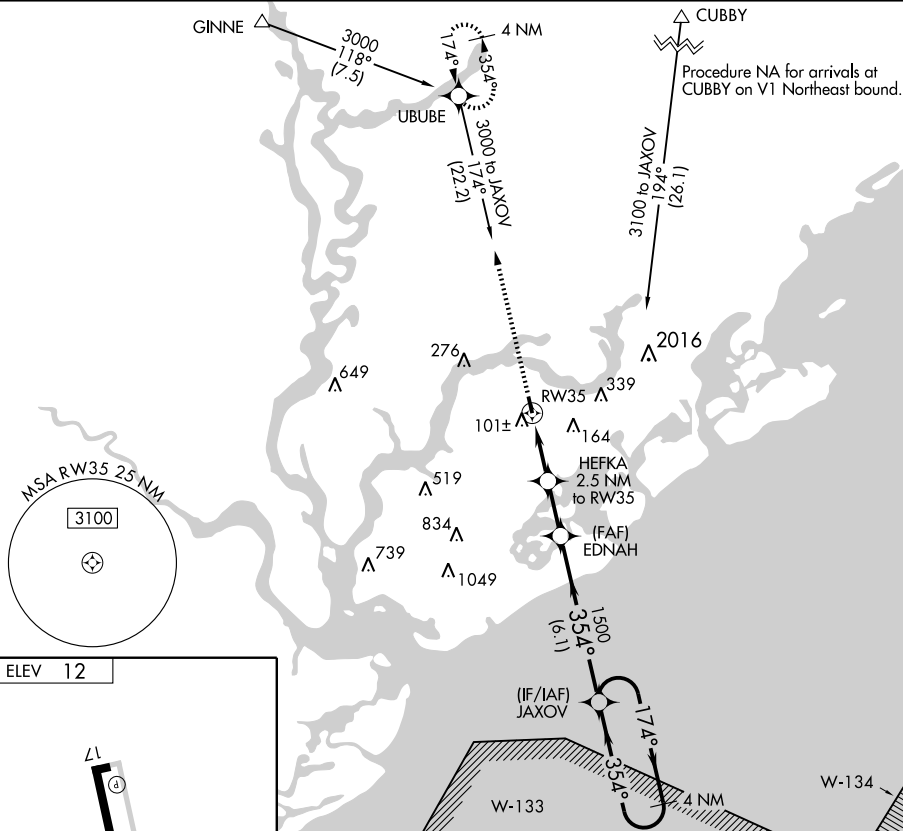
**▼** **▲** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet. VDP NA with Charleston AFB/Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct UBUBE and hold, continue climb-in-hold to 3000.

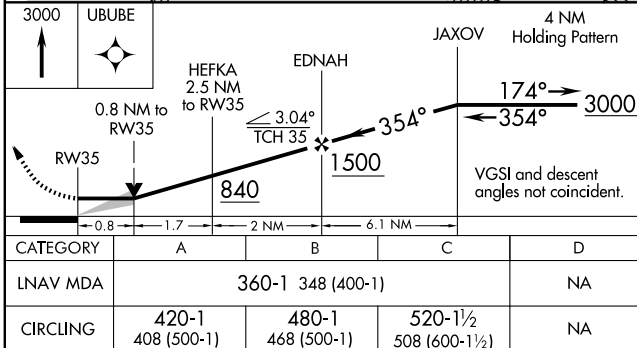
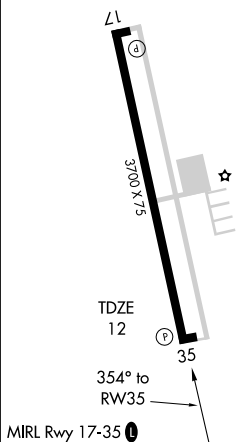
AWOS-3  
**118.625**

CHARLESTON APP CON  
**135.8 379.925**

UNICOM  
**122.7 (CTAF) 0**



ELEV 12





|  |                        |  |                         |
|--|------------------------|--|-------------------------|
| VORTAC CHS<br><b>113.5</b><br>Chan <b>82</b> | APP CRS<br><b>094°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>12</b> | N/A<br>N/A<br><b>12</b> |
|--|------------------------|--|-------------------------|

VOR/DME-A

MT PLEASANT RGNL-FAISON FIELD (LRO)

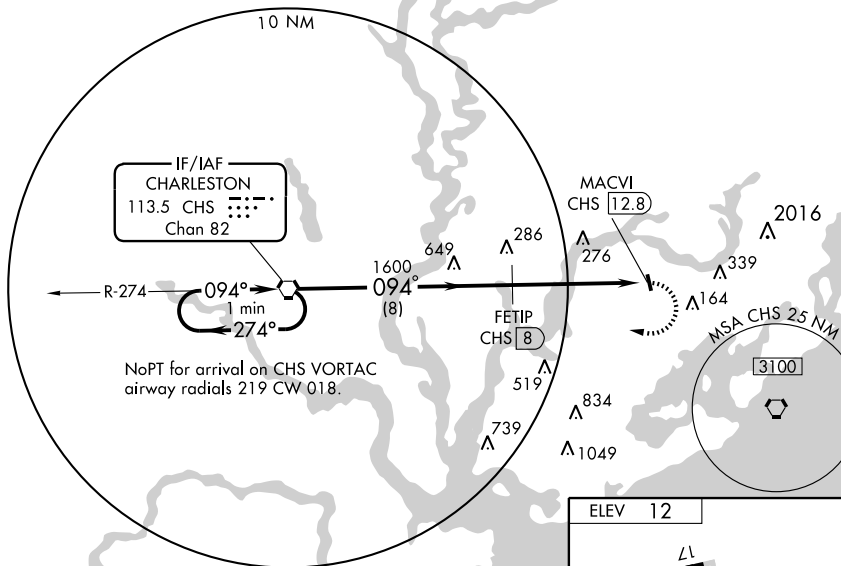
**⚠** When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3000 direct CHS VORTAC and hold.

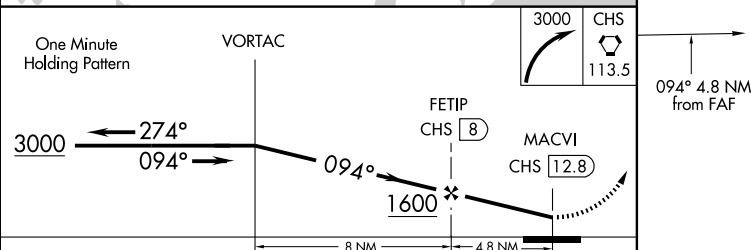
AWOS-3  
**118.625**

CHARLESTON APP CON  
**135.8 379.925**

UNICOM  
**122.7 (CTAF) 0**



ELEV 12



| CATEGORY | A     | B           | C                      | D  |
|----------|-------|-------------|------------------------|----|
| CIRCLING | 540-1 | 528 (600-1) | 540-1½<br>528 (600-1½) | NA |

MIRL Rwy 17-35 0

MOUNT PLEASANT, SOUTH CAROLINA

Amdt 1 06MAY10

MT PLEASANT RGNL-FAISON FIELD (LRO)

32°54'N - 79°47'W

VOR/DME-A

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

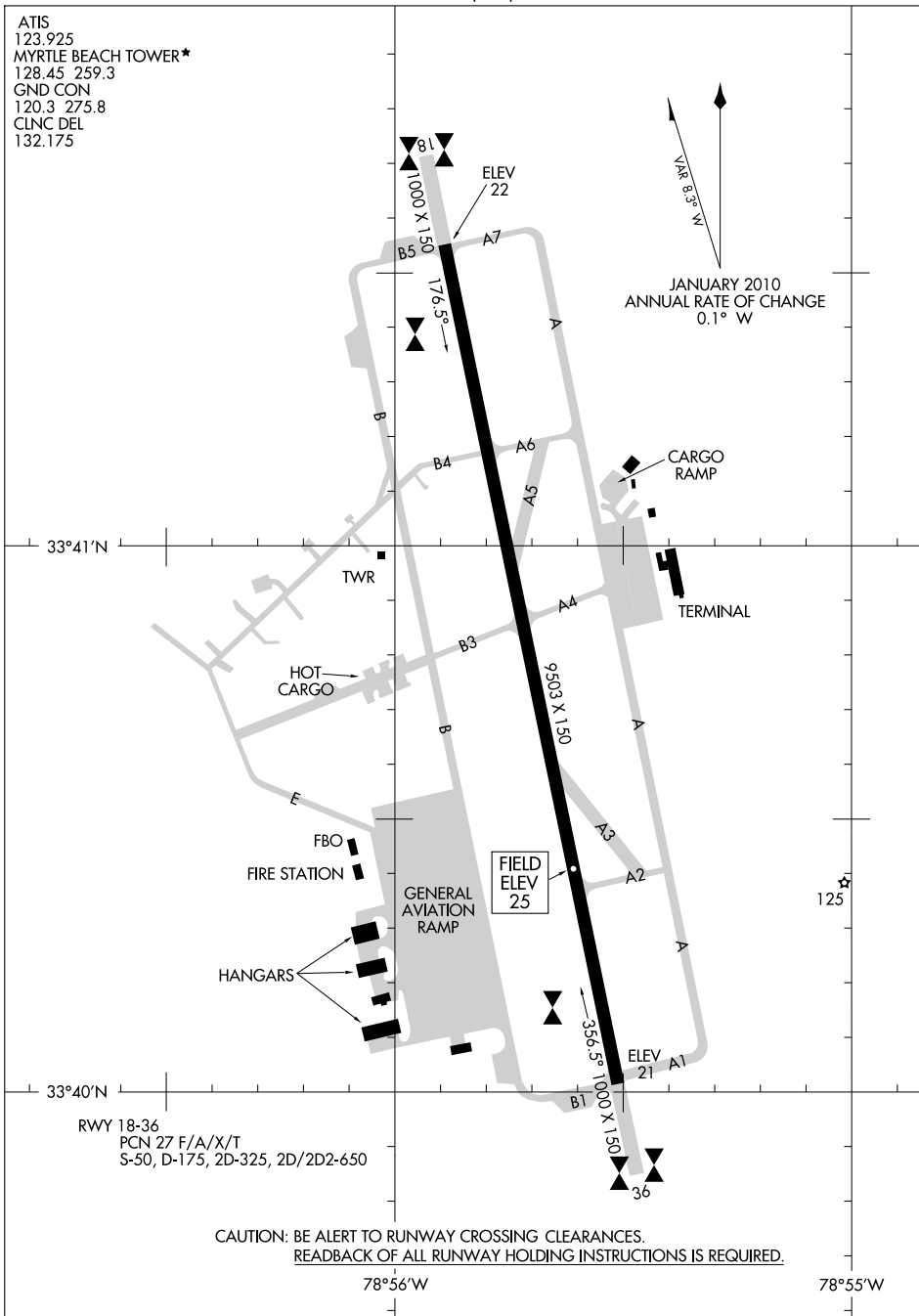
## AIRPORT DIAGRAM

AL-280 (FAA)

MYRTLE BEACH INTL (MYR)  
MYRTLE BEACH, SOUTH CAROLINA

ATIS  
123.925  
MYRTLE BEACH TOWER★  
128.45 259.3  
GND CON  
120.3 275.8  
CLNC DEL  
132.175

SE-2, 23 SEP 2010 to 21 OCT 2010



## AIRPORT DIAGRAM

MYRTLE BEACH, SOUTH CAROLINA  
MYRTLE BEACH INTL (MYR)

## MONCK'S CORNER

BERKELEY CO (MKS) 1 SW UTC-5(-4DT) N33°11.13' W80°02.18'

CHARLOTTE

73 B S4 FUEL 100LL, JET A NOTAM FILE AND

L-241

RWY 05-23: H4351X75 (ASPH) S-26, D-38 MIRL

IAP

RWY 05: PAPI(P2L)—GA 3.0°TCH 46'. Tree.

RWY 23: PAPI(P2L)—GA 3.0°TCH 43'. Tree.

AIRPORT REMARKS: Attended 1300-2300Z†.

ACTIVATE MIRL Rwy 05-23—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.175 (843) 761-1486.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ CHARLESTON APP/DEP CON 135.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

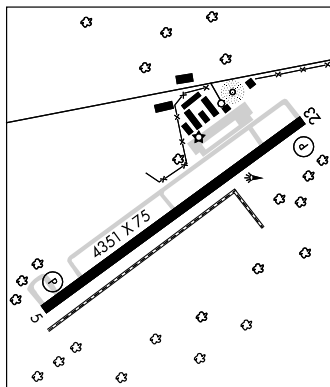
CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66'

W80°02.27' 005° 17.4 NM to fld. 39/05W.

HIWAS.

MONCK'S CORNER NDB (MHW) 354 MKS N33°11.46' W80°02.01'

at fld. NOTAM FILE AND.



MT PLEASANT RGNL-FAISON FLD (LRO) 9 NE GMT-5(-4DT) N32°53.87' W79°46.97'

CHARLOTTE

12 B FUEL 100LL, JET A TPA-1000(988) NOTAM FILE AND

L-241

RWY 17-35: H3700X75 (ASPH) S-12.5 MIRL

IAP

RWY 17: PAPI(P4L)—GA 4.0° TCH 27'. RWY 35: PAPI (P4L)—GA 4.0° TCH 27'. Rgt tfc.

AIRPORT REMARKS: Attended 1100-0100Z†. Deer and birds on and in/ov arpt. Two 2000' towers approximately 4-6 miles E of arpt. ACTIVATE MIRL Rwy 17-35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.625 (843) 849-0438.

COMMUNICATIONS: CTAF/UNICOM 122.7

CHARLESTON APP/DEP CON 135.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 094° 12.9 NM to fld. 39/05W.

HIWAS.

MURRY N33°58.03' W81°14.68' NOTAM FILE CAE.

CHARLOTTE

NDB (LOM) 362 CA 112° 6.5 NM to Columbia Metropolitan. LOM unmonitored.

I-241

MYRTLE BEACH INTL (MYR) 3 SW UTC-5(-4DT) N33°40.79' W78°55.70'

CHARLOTTE

25 B S4 FUEL 100LL, JET A Class I, ARFF Index C NOTAM FILE AND

H-9C, 12G, L-241, 35B

RWY 18-36: H9503X150 (ASPH-CONC-GRVD) S-50, D-175, 2D-325, 2D/2D2-650

IAP, AD

PCN 27 F/A/X/T HIRL

RWY 18: MALSR. PAPI(P4L). P-line. Rgt tfc.

RWY 36: MALSF. PAPI(P4L). Trees.

AIRPORT REMARKS: Attended 1100-0400Z†. Gulls on and in/ov arpt. Rwy 18-36 concrete first 1000' both ends. No approval required for pushback at terminal gates; push is at pilots discretion; remain clear of twys. U.S. customs user fee arpt. U.S. Customs svc avbl Mon-Fri 1300-2200Z†, other times PPR and fee charged. Arpt lgtg opr dusk-0500Z†. When twr clsd ACTIVATE HIRL Rwy 18-36—CTAF. Rwy 18 touchdown and rollout runway visual range avbl. Rwy 36 touchdown and rollout runway visual range avbl.

WEATHER DATA SOURCES: AWOS-3 124.5 (843) 238-0335. LAWRS.

COMMUNICATIONS: CTAF 128.45 ATIS 123.925 UNICOM 122.95

Ⓡ APP/DEP CON 127.4 (171°-321°) 119.2 (322°-170°) (1100-0400Z†)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

TOWER 128.45 (1100-0400Z†) GND CON 120.3 CLNC DEL 132.175 (Key mike 4 times to activate Clnc Del)

AIRSPACE: CLASS C svc 1100-0400Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRE.

GRAND STRAND (L) VORTAC 117.6 CRE Chan 123 N33°48.83' W78°43.47' 235° 13 NM to fld. 20/03W.

ILS 109.5 I-MYR Rwy 18. MM OTS indef.

ILS 111.9 I-BSQ Rwy 36. Class IE.

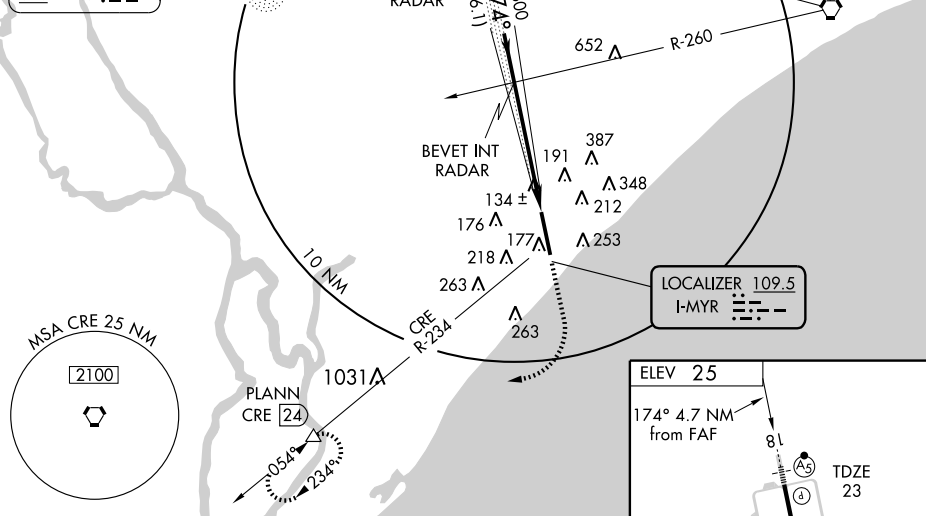
|                           |                        |                             |                                       |
|---------------------------|------------------------|-----------------------------|---------------------------------------|
| LOC I-MYR<br><b>109.5</b> | APP CRS<br><b>174°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9503</b><br><b>23</b><br><b>25</b> |
|---------------------------|------------------------|-----------------------------|---------------------------------------|

## ILS or LOC RWY 18

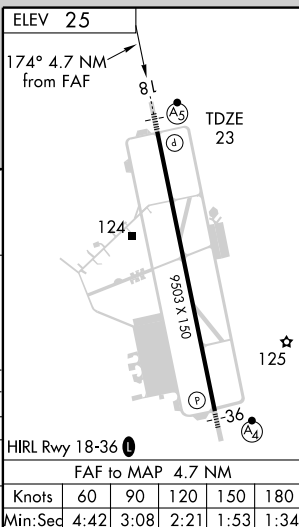
MYRTLE BEACH INTL (MYR)

Circling NA east of Rwy 18-36.  
DME required.MISSED APPROACH: Climb to 800 then climbing  
right turn to 3000 via CRE VORTAC R-234 to  
PLANN/24 DME and hold.

|                        |  |  |                               |                            |                         |
|------------------------|--|--|-------------------------------|----------------------------|-------------------------|
| ATIS<br><b>123.925</b> | MYRTLE BEACH APP CON*<br>(171°-321°) <b>127.4 257.95</b><br>(322°-170°) <b>119.2 350.3</b> | MYRTLE BEACH TOWER*<br><b>128.45</b> (CTAF) <b>0 259.3</b> | GND CON<br><b>120.3 275.8</b> | CLNC DEL<br><b>132.175</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|-------------------------------|----------------------------|-------------------------|

ALTERNATE MISSED  
APCH FIXRADAR  
REQUIREDHORRY  
370 HYW

|                 |                    |                 |                        |     |                       |       |
|-----------------|--------------------|-----------------|------------------------|-----|-----------------------|-------|
| UXDEP INT RADAR |                    | BEVET INT RADAR |                        | 800 | 3000                  | PLANN |
| 2000            |                    | 1600            |                        | ↑   | ↻ CRE R-234           | △     |
| GS 3.00° TCH 48 |                    | 1600            |                        |     |                       |       |
| 6.1 NM          |                    | 4.7 NM          |                        |     |                       |       |
| CATEGORY        | A                  | B               | C                      | D   |                       |       |
| S-ILS 18        | 223/24 200 (200-½) |                 |                        |     |                       |       |
| S-LOC 18        | 400/24 377 (400-½) |                 |                        |     | 400/40<br>377 (400-¾) |       |
| CIRCLING        | 480-1 455 (500-1)  |                 | 580-1½<br>555 (600-1½) |     | 580-2<br>555 (600-2)  |       |



|                           |                        |                             |                                       |
|---------------------------|------------------------|-----------------------------|---------------------------------------|
| LOC I-BSQ<br><b>111.9</b> | APP CRS<br><b>354°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9503</b><br><b>25</b><br><b>25</b> |
|---------------------------|------------------------|-----------------------------|---------------------------------------|

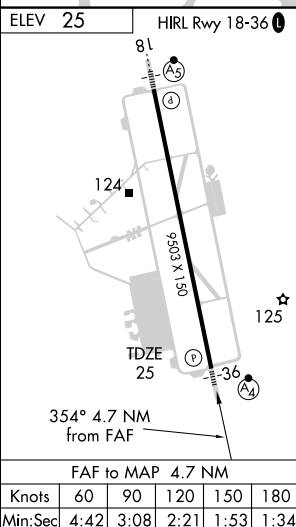
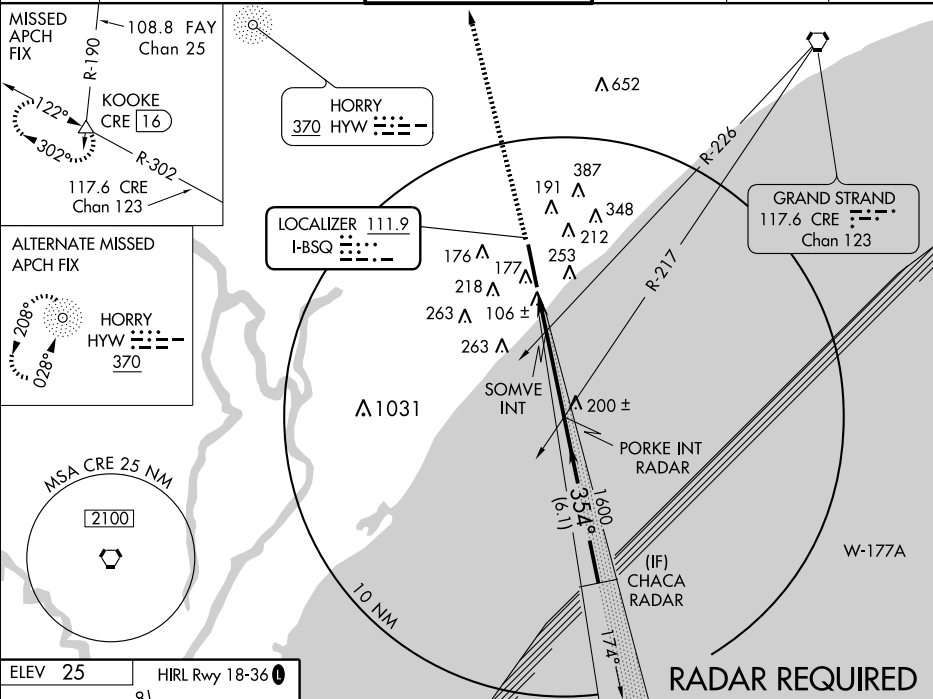
AL-280 (FAA)

# ILS or LOC RWY 36

MYRTLE BEACH INTL (MYR)

|  |                  |  |
|--|------------------|--|
| <b>▼</b> Inoperative table does not apply to S-LOC 36 Cat C.<br>Circling NA east of Rwy 18-36. | <b>MALSF</b><br> | <b>MISSED APPROACH:</b> Climb to 3000 via heading 352° to KOOKE INT/CRE 16 DME and hold. |
|--|------------------|--|

|                               |   |  |                                      |                                   |                                |
|-------------------------------|---|--|--------------------------------------|-----------------------------------|--------------------------------|
| <b>ATIS</b><br><b>123.925</b> | <b>MYRTLE BEACH APP CON*</b><br>(171°-321°) <b>127.4 257.95</b><br>(322°-170°) <b>119.2 350.3</b> | <b>MYRTLE BEACH TOWER*</b><br><b>128.45 (CTAF) 259.3</b> | <b>GND CON</b><br><b>120.3 275.8</b> | <b>CLNC DEL</b><br><b>132.175</b> | <b>UNICOM</b><br><b>122.95</b> |
|-------------------------------|---|--|--------------------------------------|-----------------------------------|--------------------------------|



|                    |                    |  |                        |
|--------------------|--------------------|--|------------------------|
| ELEV 25            |                    | HIRL Rwy 18-36                         |                        |
| 3000               |                    | KOOKE                                  |                        |
| hdg 352°           |                    | VGSI and ILS glidepath not coincident. |                        |
| * LOC Only         |                    | PORKIE INT RADAR                       |                        |
| 1.6 NM             |                    | SOMVE INT                              |                        |
| 3.1 NM             |                    | 1600                                   |                        |
| 6.1 NM             |                    | 354°                                   |                        |
| 1600               |                    | GS 3.00°                               |                        |
| TCH 52             |                    | CHACA RADAR                            |                        |
| CATEGORY           | A                  | B                                      | C                      |
| S-ILS 36           | 225/40 200 (200-¾) |  |                        |
| S-LOC 36           | 460/40             | 435 (500-¾)                            | 460/60<br>435 (500-1¼) |
| CIRCLING           | 480-1              | 455 (500-1)                            | 580-1½<br>555 (600-1½) |
| SOMVE FIX MINIMUMS |                    |  |                        |
| S-LOC 36           | 360/40 335 (400-¾) |  | 360/50<br>335 (400-1)  |
| CIRCLING           | 480-1              | 455 (500-1)                            | 580-1½<br>555 (600-1½) |



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>93719</b><br><b>W36A</b> | APP CRS<br><b>354°</b> | Rwy Idg <b>9503</b><br>TDZE <b>25</b><br>Apt Elev <b>25</b> |
|--|------------------------|---|

MYRTLE BEACH INTL (MYR)

MYRTLE BEACH INTL (MYR)



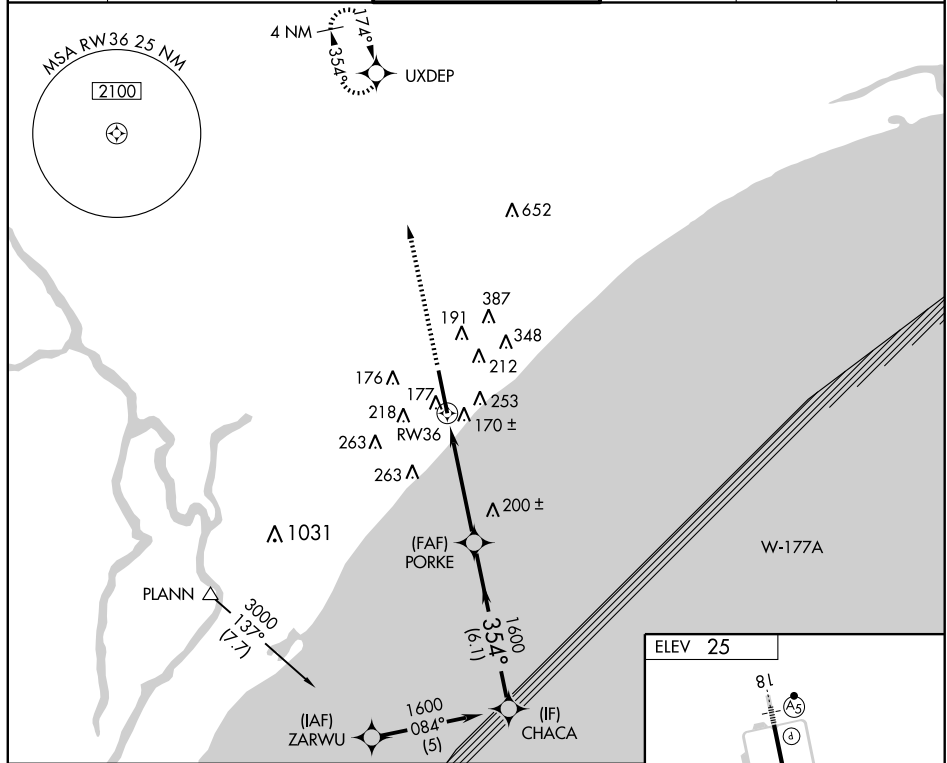
Inoperative table does not apply to LNAV/VNAV Cats A/B/C and LNAV Cat C. Circling NA east of Rwy 18-36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSF

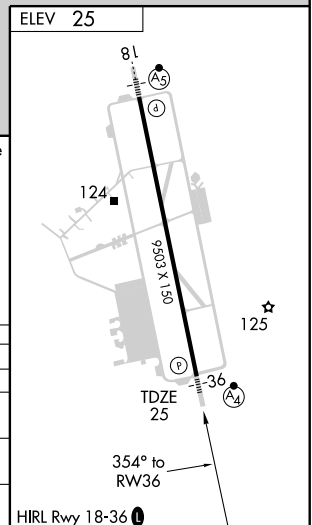


MISSED APPROACH: Climb to 2000  
direct UXDEP and hold.

|                        |  |  |                               |                            |                         |
|------------------------|--|--|-------------------------------|----------------------------|-------------------------|
| ATIS<br><b>123.925</b> | MYRTLE BEACH APP CON★<br>( 171°- 321°) <b>127.4 257.95</b><br>( 322°- 170°) <b>119.2 350.3</b> | MYRTLE BEACH TOWER★<br><b>128.45</b> (CTAF) <b>0 259.3</b> | GND CON<br><b>120.3 275.8</b> | CLNC DEL<br><b>132.175</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|-------------------------------|----------------------------|-------------------------|



|                  |            |   |                     |                     |   |
|------------------|------------|---|---------------------|---------------------|---|
| 2000<br>↑        | UXDEP<br>✱ | VGSI and RNAV glidepath not coincident. |                     | Procedure Turn NA   |   |
| *INAV Only       |            |   |                     |                     |   |
| CATEGORY         |            | A                                       | B                   | C                   | D |
| LPV DA           |            | 225/40 200 (200-¾)                      |                     |                     |   |
| RNAV/<br>VNAV DA |            | 431-1½ 406 (500-1½)                     |                     |                     |   |
| RNAV MDA         |            | 520/40 495 (500-¾)                      | 520/60 495 (500-1¼) | 520-1½ 495 (500-1½) |   |
| CIRCLING         |            | 520-1 495 (500-1)                       | 580-1½ 555 (600-1½) | 580-2 555 (600-2)   |   |



MYRTLE BEACH, SOUTH CAROLINA

33° 41'N-78° 56'W

MYRTLE BEACH INTL (MYR)

RNAV (GPS) RWY 36

Amdt 2 23SEP10

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2. 23 SEP 2010 to 21 OCT 2010

|   |                        |                             |                                       |
|---|------------------------|-----------------------------|---------------------------------------|
| VORTAC CRE<br><b>117.6</b><br>Chan <b>123</b> | APP CRS<br><b>234°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>25</b> |
|---|------------------------|-----------------------------|---------------------------------------|

AL-280 (FAA)

# VOR/DME-A

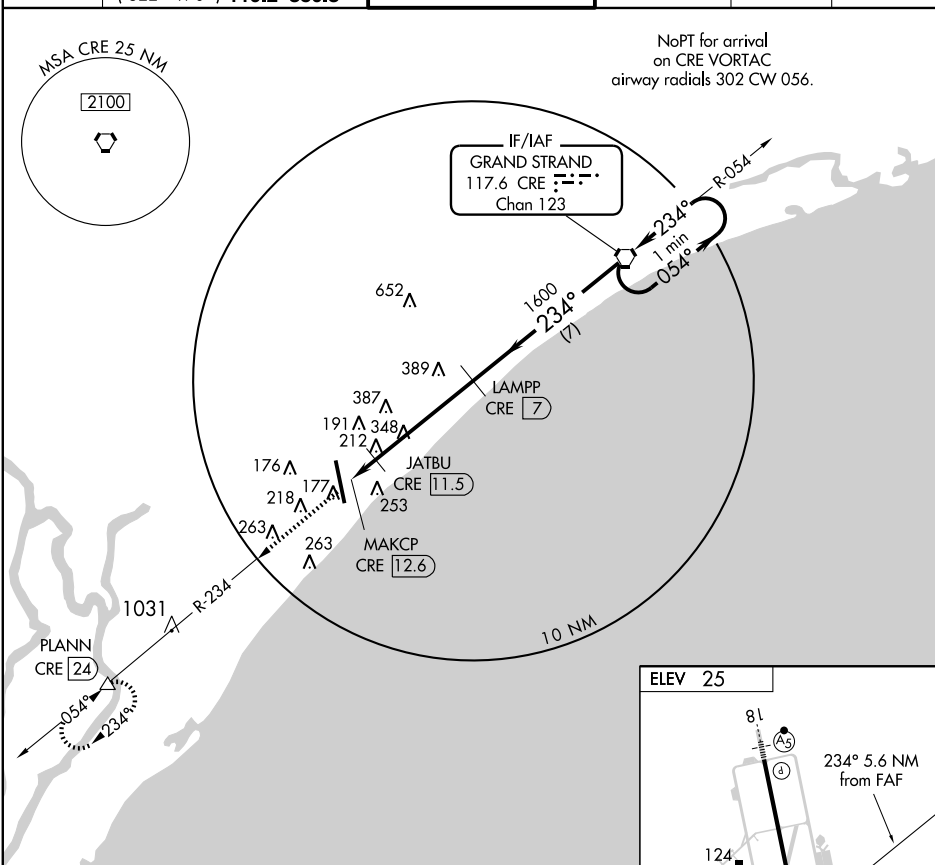
MYRTLE BEACH INTL (MYR)



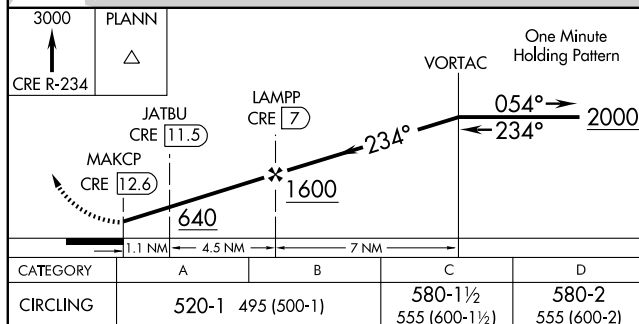
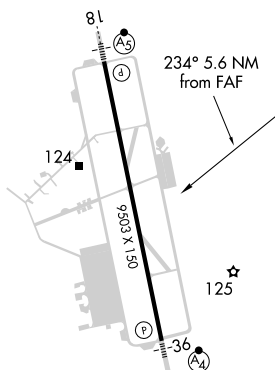
Circling NA east of Rwy 18-36.

MISSED APPROACH: Climb to 3000 via CRE VORTAC  
R-234 to PLANN/CRE 24 DME and hold.

|                        |   |  |                               |                            |                         |
|------------------------|---|--|-------------------------------|----------------------------|-------------------------|
| ATIS<br><b>123.925</b> | MYRTLE BEACH APP CON ★<br>(171°-321°) <b>127.4 257.95</b><br>(322°-170°) <b>119.2 350.3</b> | MYRTLE BEACH TOWER ★<br><b>128.45</b> (CTAF) <b>0259.3</b> | GND CON<br><b>120.3 275.8</b> | CLNC DEL<br><b>132.175</b> | UNICOM<br><b>122.95</b> |
|------------------------|---|--|-------------------------------|----------------------------|-------------------------|



ELEV 25



HIRL Rwy 18-36

MYRTLE BEACH, SOUTH CAROLINA

Amdt 1 23SEP10

33° 41' N-78° 56' W

MYRTLE BEACH INTL (MYR)

# VOR/DME-A

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010



**NEWBERRY COUNTY** (EOE) 3 N UTC-5(-4DT) N34°18.56' W81°38.44'

CHARLOTTE

570 B S4 FUEL 100LL NOTAM FILE AND

L-24J

RWY 04-22: H4000X75 (ASPH) D-30 MIRL 0.9% up NE

IAP

RWY 04: PAPI(P2L)—GA 3.15° TCH 42'.

RWY 22: PAPI(P2L)—GA 3.15° TCH 43'. Rgt t/c.

AIRPORT REMARKS: Unattended. Fuel self-serve. Deer on invof arpt.

ACTIVATE PAPI Rwy 04 and Rwy 22 and MIRL Rwy 04-22—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.275 (803) 276-2419.

COMMUNICATIONS: CTAF/UNICOM 122.8

COLUMBIA APP/DEP CON 133.4

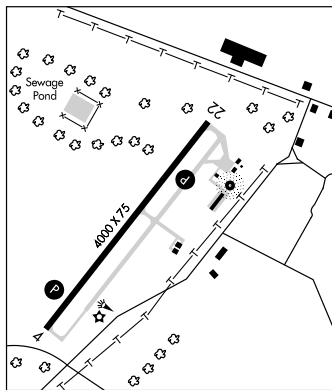
RADIO AIDS TO NAVIGATION: NOTAM FILE GRD.

GREENWOOD (H) VORTAC 115.5 GRD Chan 102 N34°15.09'

W82°09.25' 083° 25.8 NM to fld. 630/01W.

ENOREE NDB (MHW) 278 EOE N34°18.69' W81°38.16' at fld.

NOTAM FILE AND. NDB unmonitored.

**NORTH AF AUX** (XNO)(KXNO) AF 2 NE UTC-5(-4DT) N33°36.57' W81°04.87'

CHARLOTTE

321 B NOTAM FILE AND Not insp.

H-9B, L-24J

RWY 06-24: H1000X150 (ASPH-GRVD) PCN 60 F/A/W/T HIRL

IAP, DIAP, AD

RWY 06: Thld dspcd 1000'. RWY 24: Thld dspcd 1000'.

RWY 05-23: H3493X90 (ASPH-GRVD) PCN 97 F/B/W/T

MILITARY SERVICE: LGT ACTIVATE HIRL Rwy 06-24—131.1. Rotating bcn off during lgt out training.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Rmk. RSTD Rwy 05-23 CLOSED 1300-1500Z± monthly 3rd Thu. Rwy 06-24 CLOSED 1601-2100Z± monthly 3rd Thu. Rwy 06 and Rwy 24 takeoff distance avbl 9000', landing distance avbl 8000'. Rwy condition reading not avbl. Twy D clsd during box-in-one ops to Rwy 23. Opr rstd during Bird Watch Condition MODERATE (tkf or ldg permission only when dep/arr route avoid ident bird act, no local IFR/VFR t/c pattern activity) and SEVERE (tkf and ldg prohibited without OG/CC approval), ctc twr for current Bird Watch Condition. Minimum 2 week prior coordinate rqr for all users. Point of ctc is Charleston AFB, 437 OSS/OSO, DSN 673-5554, C843-963-5554. All aircrews will ctc North Drop Zone on 118.15 235.775 prior to 5 NM to DZ. This airspace is subject to be rstd by NOTAM. Rwy 06-24, no 180° star turns on asphalt, conduct all turns on concrete ends. IFR opr limited to 1 acft on app/dep at a time. **CAUTION** Intense heavy Mil jet and miscellaneous acft executing numerous cargo and personnel drops, hi-speed lo-level formation flt, and air/land opr. Rwy 06-24 NW tree line 750' from rwy centerline. Rwy 06-24 large ditch 350' from rwy centerline at midfield on NW side rwy. Intense gnd training on reservation. Rwy 05-23 used as ldg zone 3500' x 90'. Rwy condition reading not avbl. **TFC PAT** TPA—Rectangular 1300(979), Overhead 1800(1479). **NS ABTMT** Overflight of North, SC prohibited. **MISC** Twr limited to advisory svc only. VFR only. Cancel IFR clnc with Columbia APP prior to opr at North AF Aux. Alfd surface observations are derived from non-augmented ASOS. Local PMSV unavbl, contact Charleston METRO-233.95.

WEATHER DATA SOURCES: ASOS 118.525.

COMMUNICATIONS: CTAF 118.15 235.775

COLUMBIA APP/DEP 124.15 338.2

TWR 118.15 235.775 GND 118.15 235.775 COLUMBIA CLNC DEL 120.475

AIRSPACE: CLASS D Effective by NOTAM.

RADIO AIDS TO NAVIGATION: NOTAM FILE CAE.

COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44' W81°03.23' 187° 14.9 NM to fld. 400/02W.

COMM/NAV/WEATHER REMARKS: Mobile Microwave Landing System VMC only.

|                       |                        |                             |   |
|-----------------------|------------------------|-----------------------------|---|
| NDB EOE<br><b>278</b> | APP CRS<br><b>213°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4000</b><br><b>570</b><br><b>570</b> |
|-----------------------|------------------------|-----------------------------|---|

# NDB RWY 22

NEWBERRY COUNTY (EOE)

**T**  
**A** When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct EOE NDB and hold.

AWOS-3  
**124.275**

COLUMBIA APP CON  
**133.4 285.6**

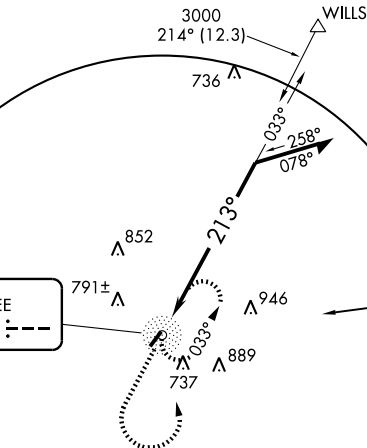
UNICOM  
**122.8 (CTAF)**

MSA EOE 25 NM

**3000**

GREENWOOD  
115.5 GRD  
Chan 102

IAF  
ENOREE  
**278** EOE



ELEV **570**

213° to  
EOE NDB

TDZE  
**570**

4000 X 75

0.9% Up

MIRL Rwy 4-22

1800

3000

EOE

**278**

Remain  
within 10 NM

NDB

033°

213°

**2500**

| CATEGORY | A                  | B | C  | D |
|----------|--------------------|---|----|---|
| S-22     | 1100-1 530 (600-1) |   | NA |   |
| CIRCLING | 1100-1 530 (600-1) |   | NA |   |

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>4000</b> |
| <b>044°</b> | TDZE     | <b>558</b>  |
|             | Apt Elev | <b>570</b>  |

# RNAV (GPS) RWY 4

## NEWBERRY COUNTY (EOE)

**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet.

**▲** VDP NA when using Greenwood County altimeter setting.

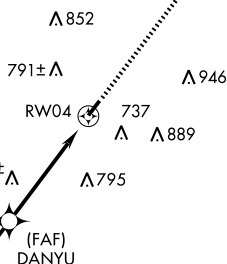
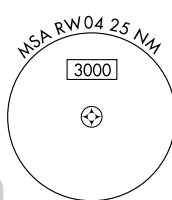
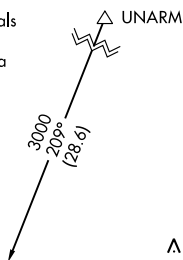
MISSED APPROACH: Climb to 3000 direct IBUNE and hold.

AWOS-3  
**124.275**

COLUMBIA APP CON  
**133.4 285.6**

UNICOM  
**122.8** (CTAF) **0**

Procedure NA for arrivals at UNARM via V454 northeast bound and via V53 northwest bound.



(IAF) HORUX

(IF/IAF) TAKTE

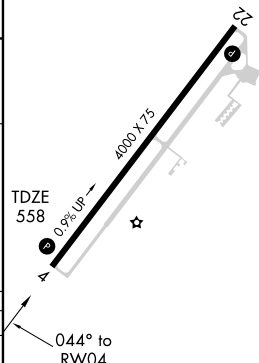
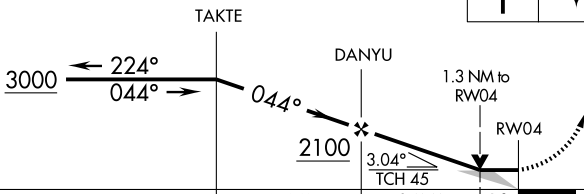
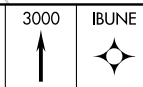
(IAF) SODKE

Procedure NA for arrivals at WIDER via V155 northeast bound and via V53 southeast bound.

WIDER

ELEV 570

4 NM Holding Pattern



| CATEGORY  | A                     | B                     | C  | D  |
|-----------|-----------------------|-----------------------|----|----|
| LNNAV MDA | 1000-1                | 442 (500-1)           | NA | NA |
| CIRCLING  | 1080-1<br>510 (600-1) | 1100-1<br>530 (600-1) | NA | NA |

MIRL Rwy 4-22 **0**

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>4000</b> |
| <b>224°</b> | TDZE     | <b>570</b>  |
|             | Apt Elev | <b>570</b>  |

# RNAV (GPS) RWY 22

## NEWBERRY COUNTY (EOE)

**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet.

**▲** VDP NA when using Greenwood County altimeter setting.

MISSED APPROACH: Climb to 3000 direct TAKTE and hold.

AWOS-3  
**124.275**

COLUMBIA APP CON  
**133.4 285.6**

UNICOM  
**122.8 (CTAF) 0**

1177 **▲**

Procedure NA for arrivals at UNARM via V53 northwest bound.

UNARM **▲**  
3000  
171°  
(9.5)

(IAF) KORVE

3000 NoPT  
134° (5)

4 NM

044°

224°

(IF/IAF) IBUNE

3000 NoPT  
314° (5)

(IAF) JOKZU

(FAF) FEMTE

2000  
224°  
(6.1)

852 **▲**

791± **▲**

701± **▲**

**▲** 946

**▲** 737

**▲** 889

**▲** 795

MISSED APCH FIX

TAKTE

044°

224°

4 NM

ELEV **570**

224° to RW22

TDZE **570**

4000 X 75

**▲**

Procedure NA for arrivals at WIDER via V53 southeast bound.

WIDER **▲**

3000  
339°  
(16.6)

3000

TAKTE

4 NM Holding Pattern

1.1 NM to RW22

3.03°

TCH 45

1.1

3.2 NM

6.1 NM

FEMTE

IBUNE

044°

224°

3000

2000

VGSI and descent angles not coincident.

CATEGORY

A

B

C

D

LNVA MDA

960-1

390 (400-1)

NA

CIRCLING

1080-1

510 (600-1)

1100-1

530 (600-1)

NA

MIRL Rwy 4-22 **0**

# AIRPORT DIAGRAM

AL-5097 (FAA)

NORTH MYRTLE BEACH/GRAND STRAND (CRE)  
NORTH MYRTLE BEACH, SOUTH CAROLINA

ATIS  
119.625  
STRAND TOWER ★  
124.6 257.6  
GND CON  
121.8 257.6

VAR 8.5° W  
JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

ELEV  
29

33° 49'N

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

FIELD  
ELEV  
31

5997 X 100

054.6°

HANGAR  
FBO  
HANGARS  
TERMINAL  
HANGAR

TWR

△ 200

RWY 05-23  
S-30, D-60

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTION IS REQUIRED.

78° 44'W

78° 43'W

# AIRPORT DIAGRAM

NORTH MYRTLE BEACH, SOUTH CAROLINA  
NORTH MYRTLE BEACH/GRAND STRAND (CRE)

10210

## NORTH MYRTLE BEACH

**GRAND STRAND** (CRE) 1 NW UTC-5(-4DT) N33°48.71' W78°43.44'

32 B S4 FUEL 100LL, JET A NOTAM FILE AND

RWY 05-23: H5997X100 (ASPH) S-30, D-60 HIRL

RWY 05: REIL. PAPI (P2L)—GA 3.0° TCH 40'. Tree.

RWY 23: MALSR. Tree. PAPI (P2L)—GA 2.98° TCH 55'. Rgt tfc.

**AIRPORT REMARKS:** Attended 1200-0300Z†. Gulls on and invof arpt. Extensive banner tow ops from arpt along coastline 10 NM NE to 20 SW. After 0500Z† ACTIVATE HIRL Rwy 05-23, REIL Rwy 05, and MALSR Rwy 23—CTAF.

**WEATHER DATA SOURCES:** ASOS (843) 361-2802.

**COMMUNICATIONS:** CTAF 124.6 ATIS 119.625 UNICOM 122.95

RCO 122.1R 117.6T (ANDERSON RADIO)

RCO 123.6 (ANDERSON RADIO)

® MYRTLE BEACH APP/DEP CON 119.2 (1100-0400Z†) JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

STRAND TOWER 124.6 (1200-0200Z†) GND CON 121.8

**AIRSPACE:** CLASS D svc 1200-0200Z† other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CRE.

(L) VORTAC 117.6 CRE Chan 123 N33°48.83' W78°43.47' at fld. 20/03W. DME unusable 294°-010°  
byd 20 NM. VOR portion unusable 303°-312°.

CALAB NDB (LOM) 267 CR N33°53.12' W78°37.80' 233° 6.4 NM to fld

ILS 111.7 I-CRE Rwy 23. LOM CALAB NDB. BC unusable.

## OCONEE COUNTY RGNL (See CLEMSON)

## ORANGEBURG

**DRY SWAMP** (1DS) 6 S UTC-5(-4DT) N33°23.27' W80°54.67'

180 S4 FUEL 100LL NOTAM FILE AND

RWY 02-20: 2900X60 (TURF)

RWY 02: Thld dspcd 900'. Tree. RWY 20: Thld dspcd 900'. Tree.

**AIRPORT REMARKS:** Attended 1300-2200Z†. Glider ops on and invof arpt.

**COMMUNICATIONS:** CTAF 122.9

**ORANGEBURG MUNI** (OGB) 2 S UTC-5(-4DT) N33°27.42' W80°51.56'

195 B FUEL 100LL, JET A NOTAM FILE OGB

RWY 17-35: H5399X100 (ASPH) S-30, D-75 MIRL

RWY 17: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 42'. Tree.

RWY 35: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 42'.

RWY 05-23: H4508X100 (ASPH) S-30, D-50 MIRL 0.6% up NE

RWY 05: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 20'. Tree. Rgt tfc.

RWY 23: REIL. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z†, Sat 1400-2100Z†  
clsd Sun. ACTIVATE ODALS Rwy 17 and Rwy 35, REIL Rwy 05 and  
Rwy 23, Rwy 17 and Rwy 35, MIRL Rwy 05-23 and Rwy 17-35—  
CTAF. VASI Rwy 05, ODALS Rwy 05 and PAPI Rwy 17 and Rwy 35  
opr continuously.

**WEATHER DATA SOURCES:** ASOS 118.525 (803) 536-3901.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

® COLUMBIA APP/DEP CON 124.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OGB.

EDISTO (T) VOR/DME 111.4 EDS Chan 51 N33°27.34'

W80°51.51' at fld. 189/05W.

CHARLOTTE

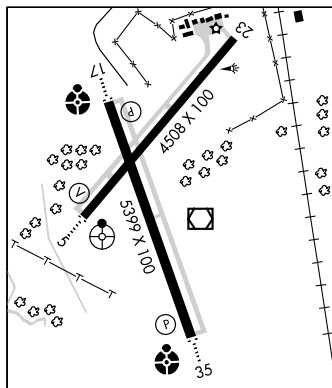
H-9C, 12G, L-35A

IAP, AD

CHARLOTTE

H-9B, 12G, L-241

IAP



|                           |                        |                 |            |                |
|---------------------------|------------------------|-----------------|------------|----------------|
| LOC I-CRE<br><b>111.7</b> | APP CRS<br><b>234°</b> | Rwy Idg<br>5997 | TDZE<br>29 | Apt Elev<br>31 |
|---------------------------|------------------------|-----------------|------------|----------------|

# ILS or LOC/DME RWY 23

NORTH MYRTLE BEACH/GRAND STRAND (CRE)

**When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. DME from CRE VORTAC. Simultaneous reception of I-CRE and CRE DME Required.**



**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2000 direct CRE VORTAC and hold.

ATIS  
**119.625**

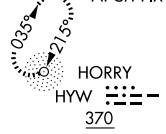
MYRTLE BEACH APP CON ★  
**119.2 350.3**

STRAND TOWER ★  
**124.6 (CTAF) 257.6**

GND CON  
**121.8 257.6**

UNICOM  
**122.95**

ALTERNATE MISSED  
APCH FIX



GRAND STRAND  
117.6 CRE ---  
Chan 123

649 Δ

652 Δ

Myrtle Beach Intl

1000

2000

CRE

\* LOC only.

CRE 0.4

MUQTU CRE 2.9

GAPNY CRE 5.1

FIPEG CRE 11.3

One Minute Holding Pattern

2.5 NM

2.2 NM

6.1 NM

CATEGORY

S-ILS 23

229-1/2 200 (200-1/2)

S-LOC 23

380-1/2 351 (400-1/2)

380-3/4 351 (400-3/4)

CIRCLING

520-1 489 (500-1)

520-1 1/2 489 (500-1 1/2)

720-2 1/4 689 (700-2 1/4)

ELEV 31

234° 4.7 NM from FAF

TDZE 29

Δ 90±

Δ 164

HIRL Rwy 5-23  
REIL Rwy 5-23





|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>42819</b><br><b>W23A</b> | APP CRS<br><b>234°</b> | Rwy Idg<br>TDZE <b>29</b><br>Apt Elev <b>31</b> |
|--|------------------------|---|

**RNAV (GPS) RWY 23**

NORTH MYRTLE BEACH/GRAND STRAND (CRE)

**▼** Baro-VNAV NA when using Myrtle Beach Intl altimeter setting.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA with Myrtle Beach Intl altimeter setting. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and MDA 40 feet.



**MISSED APPROACH:** Climb to 2000 direct RINRE and right turn on track 324° to POZEF and right turn on track 072° to OTCEN and hold.

ATIS  
**119.625**

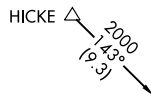
MYRTLE BEACH APP CON ★  
**119.2 350.3**

STRAND TOWER ★  
**124.6 (CTAF) 0 257.6**

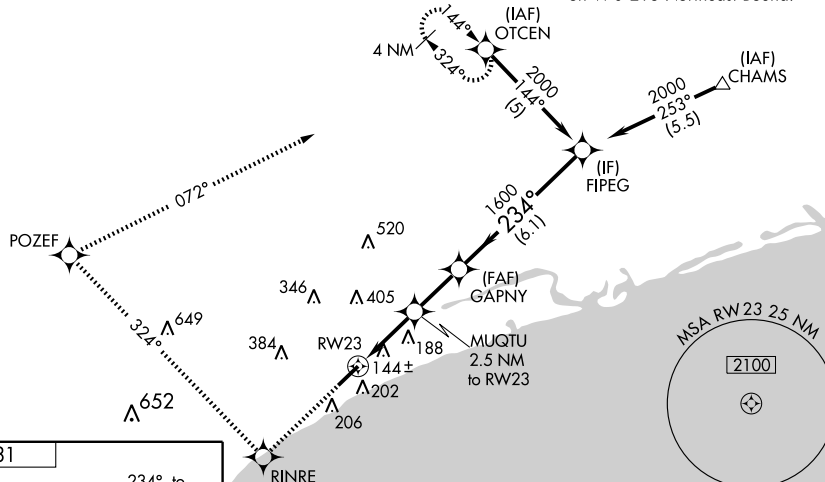
GND CON  
**121.8 257.6**

UNICOM  
**122.95**

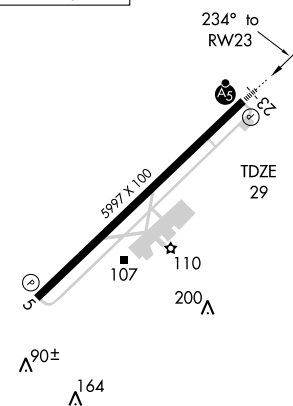
Procedure NA for arrivals at HICKE on V136 Northbound.



Procedure NA for arrivals at CHAMS on V70-213 Northeast Bound.



ELEV **31**



REIL Rwy 5 **0**  
HIRL Rwy 5-23 **0**

| 2000            |         |       |  | FIPEG Procedure Turn NA   |  |  |  |
|-----------------|---------|-------|--|---|--|--|--|
| RINRE           | POZEF   | OTCEN |  |   |  |  |  |
| tr 324°         | tr 072° |       |  |   |  |  |  |
| *LNAV Only.     |         |       |  |   |  |  |  |
| RW23            |         |       |  | RW23  |  |  |  |
| *1.2 NM to RW23 |         |       |  | *880  |  |  |  |
| 2.5 NM to RW23  |         |       |  | 1600  |  |  |  |
| 1.2             |         |       |  | 6.1 NM  |  |  |  |
| A               |         |       |  | B   |  |  |  |
| LPV DA          |         |       |  | 229-1/2 200 (200-1/2)   |  |  |  |
| LNAV/VNAV DA    |         |       |  | 445-1 416 (500-1)   |  |  |  |
| LNAV MDA        |         |       |  | 460-1/2 431 (500-1/2) 460-3/4 431 (500-3/4) 460-1 431 (500-1)         |  |  |  |
| CIRCLING        |         |       |  | 520-1 489 (500-1) 520-1 1/2 489 (500-1 1/2) 720-2 1/4 689 (700-2 1/4) |  |  |  |

GS 3.00°  
TCH 55



VORTAC CRE  
117.6  
Chan 123

APP CRS  
238°

Rwy Idg  
TDZE  
Apt Elev

5997  
29  
31

VOR RWY 23

NORTH MYRTLE BEACH/GRAND STRAND (CRE)

For inoperative MALS, increase S-23 and S-23 DME minimums Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all MDA 40 feet. For inoperative MALS when using Myrtle Beach Intl altimeter setting, increase S-23 and S-23 DME minimums Cats A and B visibility to 1 mile.



MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

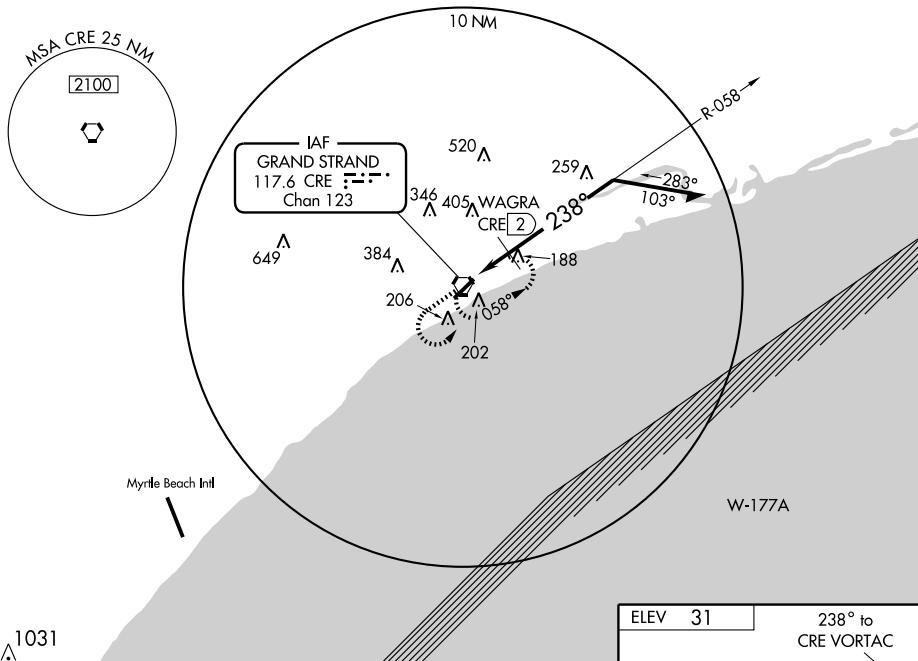
ATIS  
119.625

MYRTLE BEACH APP CON ★  
119.2 350.3

STRAND TOWER ★  
124.6 (CTAF) 0 257.6

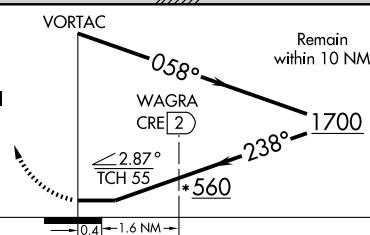
GND CON  
121.8 257.6

UNICOM  
122.95

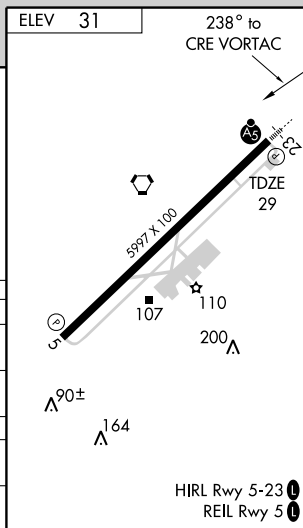


1031  
2000  
CRE

\*600 when using Myrtle Beach Intl altimeter setting.



| CATEGORY           | A     | B           | C                      | D                      |
|--------------------|-------|-------------|------------------------|------------------------|
| S-23               | 560-¾ | 531 (600-¾) | 560-1<br>531 (600-1)   | 560-1¼<br>531 (600-1¼) |
| CIRCLING           | 560-1 | 529 (600-1) | 560-1½<br>529 (600-1½) | 720-2¼<br>689 (700-2¼) |
| WAGRA FIX MINIMUMS |       |             |                        |                        |
| S-23               | 460-¾ | 431 (500-¾) |                        | 460-1<br>431 (500-1)   |
| CIRCLING           | 520-1 | 489 (500-1) | 520-1½<br>489 (500-1½) | 720-2¼<br>689 (700-2¼) |



## AIRPORT DIAGRAM

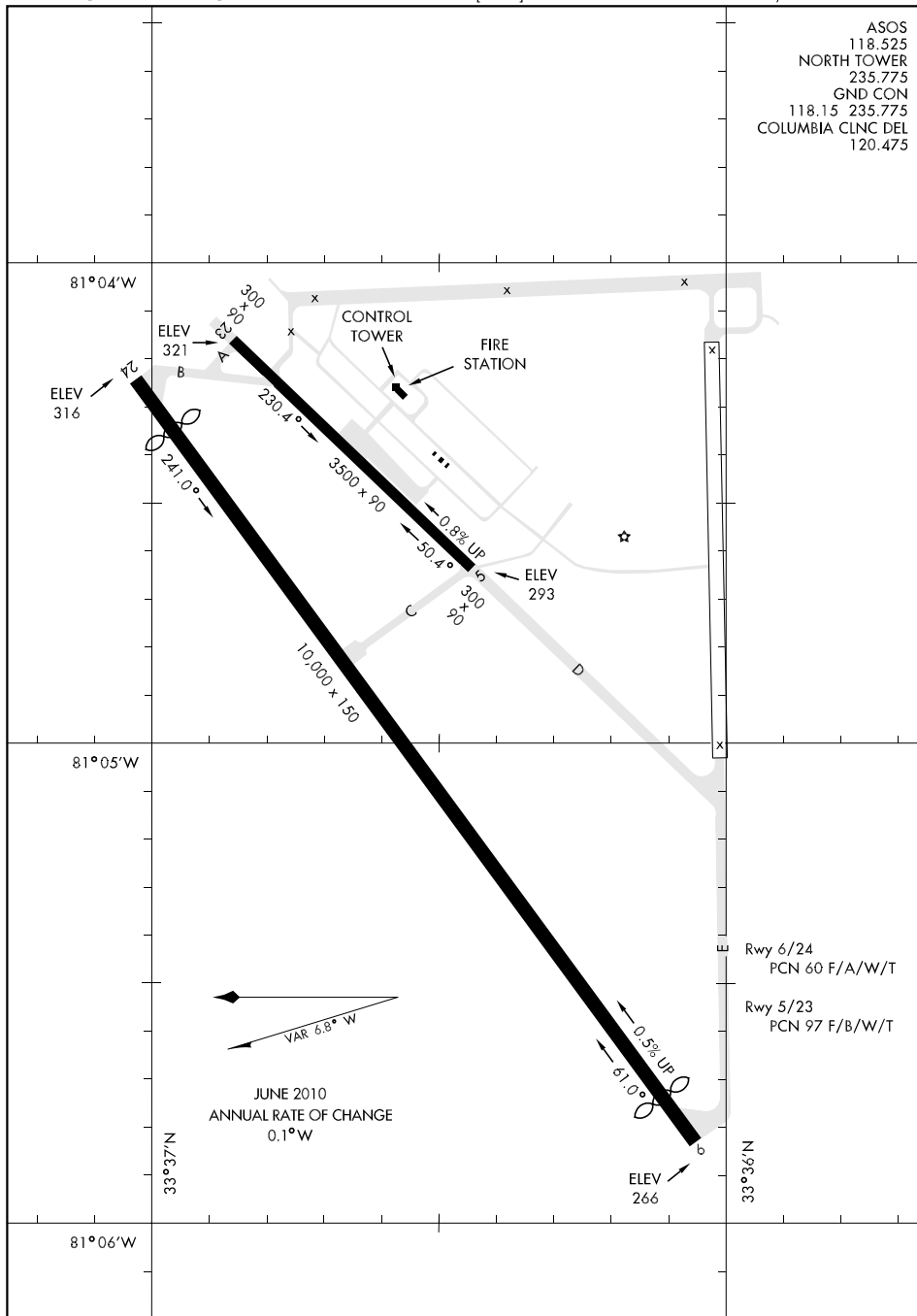
AFD-3017 [USAF]

NORTH AF AUX (KXNO)

NORTH, SOUTH CAROLINA

ASOS  
118.525  
NORTH TOWER  
235.775  
GND CON  
118.15 235.775  
COLUMBIA CLNC DEL  
120.475

SE-2, 23 SEP 2010 to 21 OCT 2010



SE-2, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

NORTH, SOUTH CAROLINA  
NORTH AF AUX (KXNO)

**NEWBERRY COUNTY** (EOE) 3 N UTC-5(-4DT) N34°18.56' W81°38.44'

CHARLOTTE

570 B S4 FUEL 100LL NOTAM FILE AND

L-24J

RWY 04-22: H4000X75 (ASPH) D-30 MIRL 0.9% up NE

IAP

RWY 04: PAPI(P2L)—GA 3.15° TCH 42'.

RWY 22: PAPI(P2L)—GA 3.15° TCH 43'. Rgt t/c.

AIRPORT REMARKS: Unattended. Fuel self-serve. Deer on invof arpt.

ACTIVATE PAPI Rwy 04 and Rwy 22 and MIRL Rwy 04-22—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.275 (803) 276-2419.

COMMUNICATIONS: CTAF/UNICOM 122.8

COLUMBIA APP/DEP CON 133.4

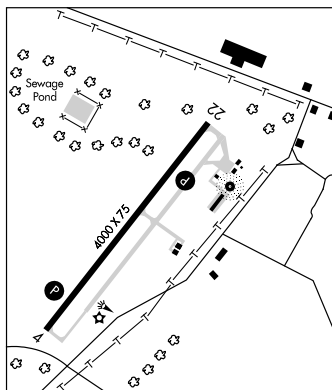
RADIO AIDS TO NAVIGATION: NOTAM FILE GRD.

GREENWOOD (H) VORTAC 115.5 GRD Chan 102 N34°15.09'

W82°09.25' 083° 25.8 NM to fld. 630/01W.

ENOREE NDB (MHW) 278 EOE N34°18.69' W81°38.16' at fld.

NOTAM FILE AND. NDB unmonitored.

**NORTH AF AUX** (XNO)(KXNO) AF 2 NE UTC-5(-4DT) N33°36.57' W81°04.87'

CHARLOTTE

321 B NOTAM FILE AND Not insp.

H-9B, L-24J

RWY 06-24: H1000X150 (ASPH-GRVD) PCN 60 F/A/W/T HIRL

IAP, DIAP, AD

RWY 06: Thld dsplcd 1000'. RWY 24: Thld dsplcd 1000'.

RWY 05-23: H3493X90 (ASPH-GRVD) PCN 97 F/B/W/T

MILITARY SERVICE: LGT ACTIVATE HIRL Rwy 06-24—131.1. Rotating bcen off during lgt out training.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Rmk. RSTD Rwy 05-23 CLOSED 1300-1500Z± monthly 3rd Thu. Rwy 06-24 CLOSED 1601-2100Z± monthly 3rd Thu. Rwy 06 and Rwy 24 takeoff distance avbl 9000', landing distance avbl 8000'. Rwy condition reading not avbl. Twy D clsd during box-in-one ops to Rwy 23. Opr rstd during Bird Watch Condition MODERATE (tkf or ldg permission only when dep/arr route avoid ident bird act, no local IFR/VFR t/c pattern activity) and SEVERE (tkf and ldg prohibited without OG/CC approval), ctc twr for current Bird Watch Condition. Minimum 2 week prior coordinate rqr for all users. Point of ctc is Charleston AFB, 437 OSS/OSO, DSN 673-5554, C843-963-5554. All aircrews will ctc North Drop Zone on 118.15 235.775 prior to 5 NM to DZ. This airspace is subject to be rstd by NOTAM. Rwy 06-24, no 180° star turns on asphalt, conduct all turns on concrete ends. IFR opr limited to 1 acft on app/dep at a time. **CAUTION** Intense heavy Mil jet and miscellaneous acft executing numerous cargo and personnel drops, hi-speed lo-level formation flt, and air/land opr. Rwy 06-24 NW tree line 750' from rwy centerline. Rwy 06-24 large ditch 350' from rwy centerline at midfield on NW side rwy. Intense gnd training on reservation. Rwy 05-23 used as ldg zone 3500' x 90'. Rwy condition reading not avbl. **TFC PAT** TPA—Rectangular 1300(979), Overhead 1800(1479). **NS ABTMT** Overflight of North, SC prohibited. **MISC** Twr limited to advisory svc only. VFR only. Cancel IFR clnc with Columbia APP prior to opr at North AF Aux. Alfd surface observations are derived from non-augmented ASOS. Local PMSV unavbl, contact Charleston METRO-233.95.

WEATHER DATA SOURCES: ASOS 118.525.

COMMUNICATIONS: CTAF 118.15 235.775

COLUMBIA APP/DEP 124.15 338.2

TWR 118.15 235.775 GND 118.15 235.775 COLUMBIA CLNC DEL 120.475

AIRSPACE: CLASS D Effective by NOTAM.

RADIO AIDS TO NAVIGATION: NOTAM FILE CAE.

COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44' W81°03.23' 187° 14.9 NM to fld. 400/02W.

COMM/NAV/WEATHER REMARKS: Mobile Microwave Landing System VMC only.

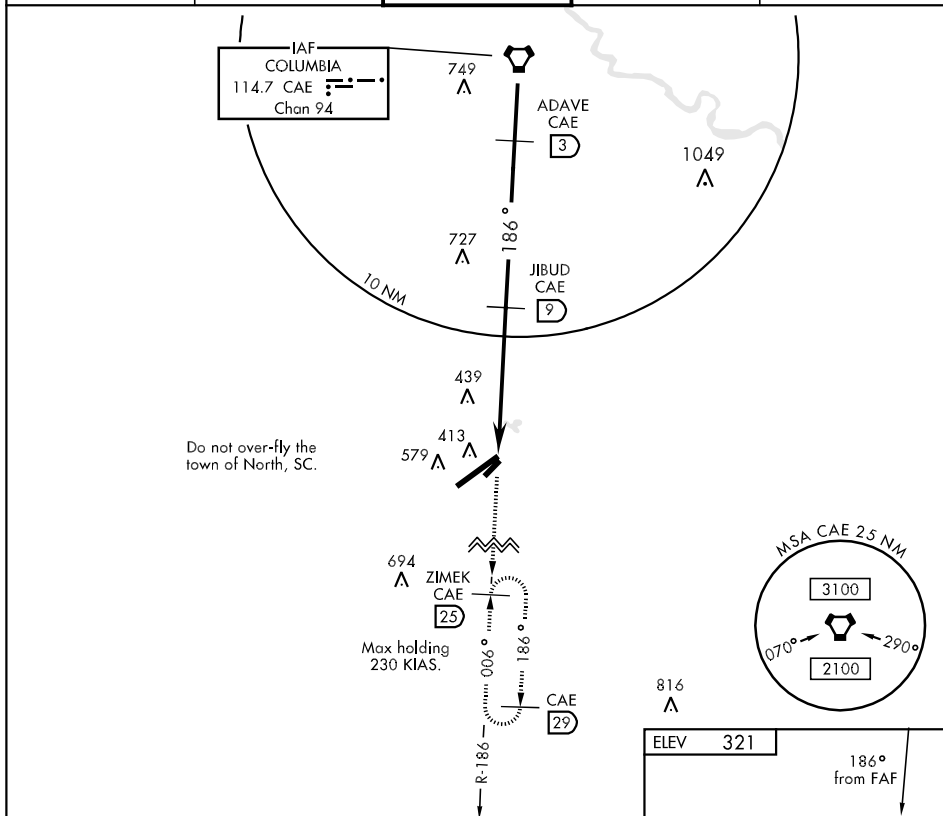
|   |                         |  |
|---|-------------------------|--|
| VORTAC CAE<br><b>114.70</b><br>Chan <b>94</b> | APCH CRS<br><b>186°</b> | Rwy Idg<br>TDZE<br>Arpt Elev<br><b>N/A</b><br><b>N/A</b><br><b>321</b> |
|---|-------------------------|--|

AL-3017 [USAF]

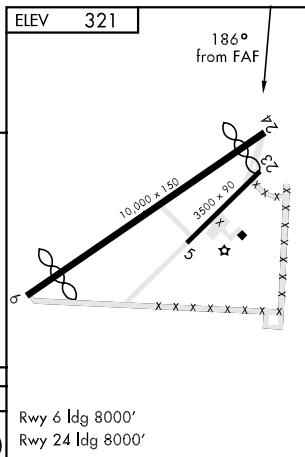
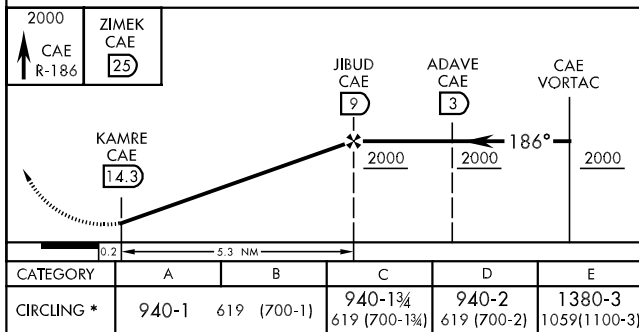
NORTH AF AUX (KXNO)

|   |  |
|---|--|
| <b>V</b> * Circling to Rwy 5-23 not for civil use.<br>Circling to Rwy 5-23 not authorized at night. | MISSED APPROACH: Climb to 2000 via CAE R-186 to ZIMEK and hold as published. |
|---|--|

|                        |                                |                               |                                  |                                     |
|------------------------|--------------------------------|-------------------------------|----------------------------------|-------------------------------------|
| ASOS<br><b>118.525</b> | APP CON<br><b>124.15 338.2</b> | NORTH TOWER<br><b>235.775</b> | GND CON<br><b>118.15 235.775</b> | COLUMBIA CLNC DEL<br><b>120.475</b> |
|------------------------|--------------------------------|-------------------------------|----------------------------------|-------------------------------------|



EMERGENCY SAFE ALTITUDE 100 NM 4800



## NORTH MYRTLE BEACH

**GRAND STRAND** (CRE) 1 NW UTC-5(-4DT) N33°48.71' W78°43.44'

32 B S4 FUEL 100LL, JET A NOTAM FILE AND

RWY 05-23: H5997X100 (ASPH) S-30, D-60 HIRL

RWY 05: REIL. PAPI (P2L)—GA 3.0° TCH 40'. Tree.

RWY 23: MALSR. Tree. PAPI (P2L)—GA 2.98° TCH 55'. Rgt tfc.

**AIRPORT REMARKS:** Attended 1200-0300Z†. Gulls on and invof arpt. Extensive banner tow ops from arpt along coastline 10 NM NE to 20 SW. After 0500Z† ACTIVATE HIRL Rwy 05-23, REIL Rwy 05, and MALSR Rwy 23—CTAF.

**WEATHER DATA SOURCES:** ASOS (843) 361-2802.

**COMMUNICATIONS:** CTAF 124.6 ATIS 119.625 UNICOM 122.95

RCO 122.1R 117.6T (ANDERSON RADIO)

RCO 123.6 (ANDERSON RADIO)

® MYRTLE BEACH APP/DEP CON 119.2 (1100-0400Z†) JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

STRAND TOWER 124.6 (1200-0200Z†) GND CON 121.8

**AIRSPACE:** CLASS D svc 1200-0200Z† other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CRE.

(L) VORTAC 117.6 CRE Chan 123 N33°48.83' W78°43.47' at fld. 20/03W. DME unusable 294°-010°  
byd 20 NM. VOR portion unusable 303°-312°.

CALAB NDB (LOM) 267 CR N33°53.12' W78°37.80' 233° 6.4 NM to fld

ILS 111.7 I-CRE Rwy 23. LOM CALAB NDB. BC unusable.

**OCONEE COUNTY RGNL** (See CLEMSON)

## ORANGEBURG

**DRY SWAMP** (1DS) 6 S UTC-5(-4DT) N33°23.27' W80°54.67'

180 S4 FUEL 100LL NOTAM FILE AND

RWY 02-20: 2900X60 (TURF)

RWY 02: Thld dspcd 900'. Tree. RWY 20: Thld dspcd 900'. Tree.

**AIRPORT REMARKS:** Attended 1300-2200Z†. Glider ops on and invof arpt.

**COMMUNICATIONS:** CTAF 122.9

**ORANGEBURG MUNI** (OGB) 2 S UTC-5(-4DT) N33°27.42' W80°51.56'

195 B FUEL 100LL, JET A NOTAM FILE OGB

RWY 17-35: H5399X100 (ASPH) S-30, D-75 MIRL

RWY 17: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 42'. Tree.

RWY 35: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 42'.

RWY 05-23: H4508X100 (ASPH) S-30, D-50 MIRL 0.6% up NE

RWY 05: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 20'. Tree. Rgt tfc.

RWY 23: REIL. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z†, Sat 1400-2100Z†  
clsd Sun. ACTIVATE ODALS Rwy 17 and Rwy 35, REIL Rwy 05 and  
Rwy 23, Rwy 17 and Rwy 35, MIRL Rwy 05-23 and Rwy 17-35—  
CTAF. VASI Rwy 05, ODALS Rwy 05 and PAPI Rwy 17 and Rwy 35  
opr continuously.

**WEATHER DATA SOURCES:** ASOS 118.525 (803) 536-3901.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

® COLUMBIA APP/DEP CON 124.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OGB.

EDISTO (T) VOR/DME 111.4 EDS Chan 51 N33°27.34'

W80°51.51' at fld. 189/05W.

CHARLOTTE

H-9C, 12G, L-35A

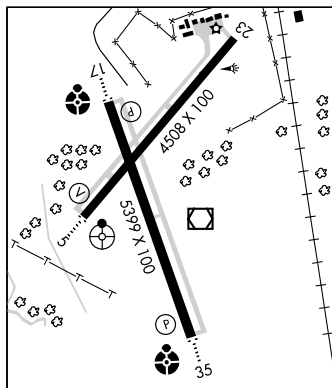
IAP, AD

CHARLOTTE

CHARLOTTE

H-9B, 12G, L-24I

IAP



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>57918</b><br><b>W05A</b> | APP CRS<br><b>049°</b> | Rwy Idg <b>4508</b><br>TDZE <b>191</b><br>Apt Elev <b>195</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 5

## ORANGEBURG MUNI (OGB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Columbia Metropolitan altimeter setting. When local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase LPV DA to 542, LNAV/VNAV DA to 683 and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat D and circling Cats C and D visibility ¼ mile.

ODALS

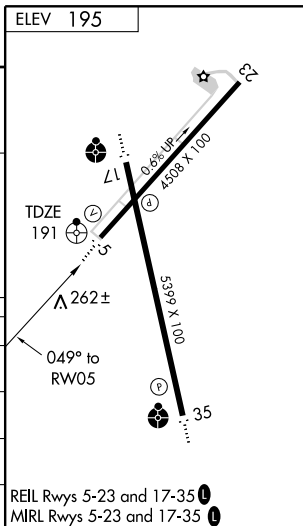
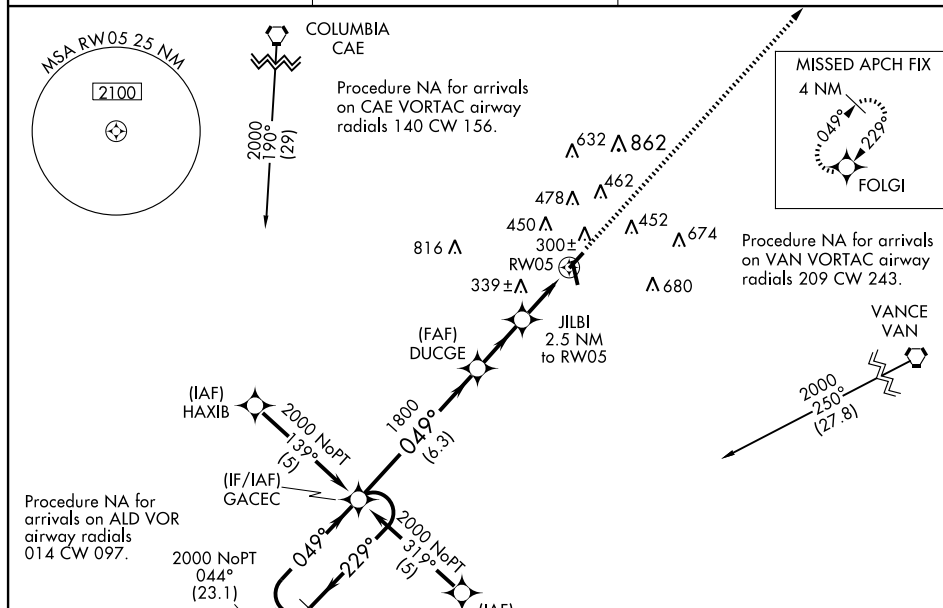


MISSED APPROACH:  
Climb to 2000 direct  
FOLGI and hold.

ASOS  
**118.525**

COLUMBIA APP CON  
**124.15 338.2**

UNICOM  
**122.7 (CTAF) 0**





APP CRS **174°**  
Rwy ldg **5401**  
TDZE **181**  
Apt Elev **195**

# RNAV (GPS) RWY 17

ORANGEBURG MUNI (OGB)

**▼** If local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase all MDAs 80 feet. VDP NA when using Columbia Metropolitan altimeter setting. DME/DME RNP -0.3 NA.

ODALS

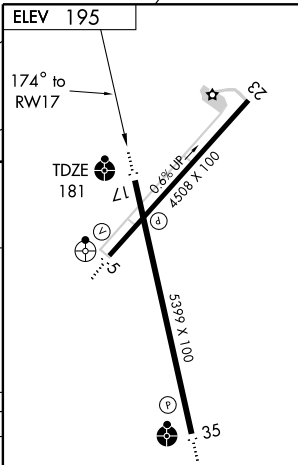
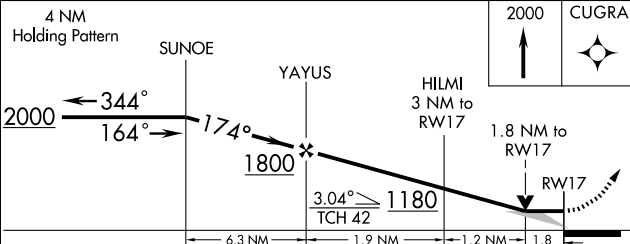
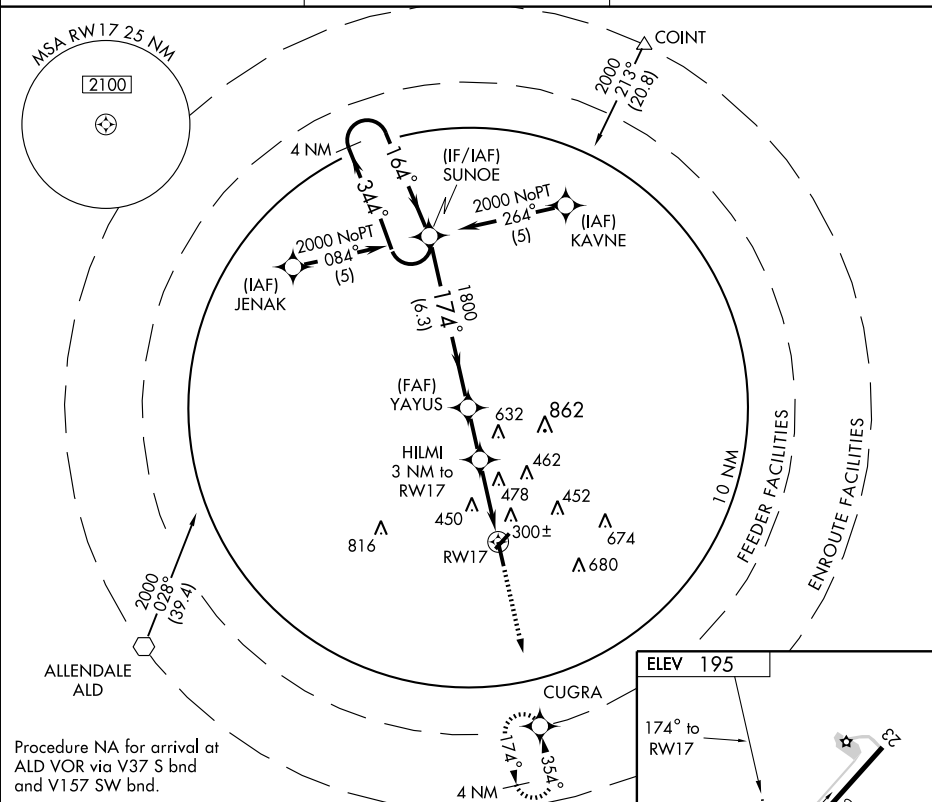


**MISSED APPROACH:** Climb to 2000 direct CUGRA and hold.

ASOS  
**118.525**

COLUMBIA APP CON  
**124.15 338.2**

UNICOM  
**122.7 (CTAF) 0**



| CATEGORY | A                    | B                    | C                      | D                      |
|----------|----------------------|----------------------|------------------------|------------------------|
| RNAV MDA | 780-1                | 599 (600-1)          | 780-1½<br>599 (600-1½) | 780-1¾<br>599 (600-1¾) |
| CIRCLING | 780-1<br>585 (600-1) | 800-1<br>605 (700-1) | 800-1¾<br>605 (700-1¾) | 900-2¼<br>705 (800-2¼) |

REIL Rwy 5, 23, 17  
and 35 0  
MIRL Rwy 5-23 and 17-35 0

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99318</b><br><b>W23A</b> | APP CRS<br><b>229°</b> | Rwy Idg <b>4508</b><br>TDZE <b>195</b><br>Apt Elev <b>195</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 23

ORANGEBURG MUNI (OGB)

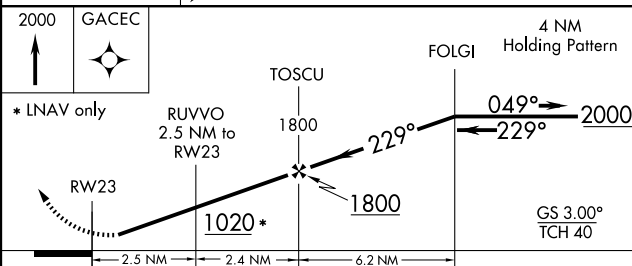
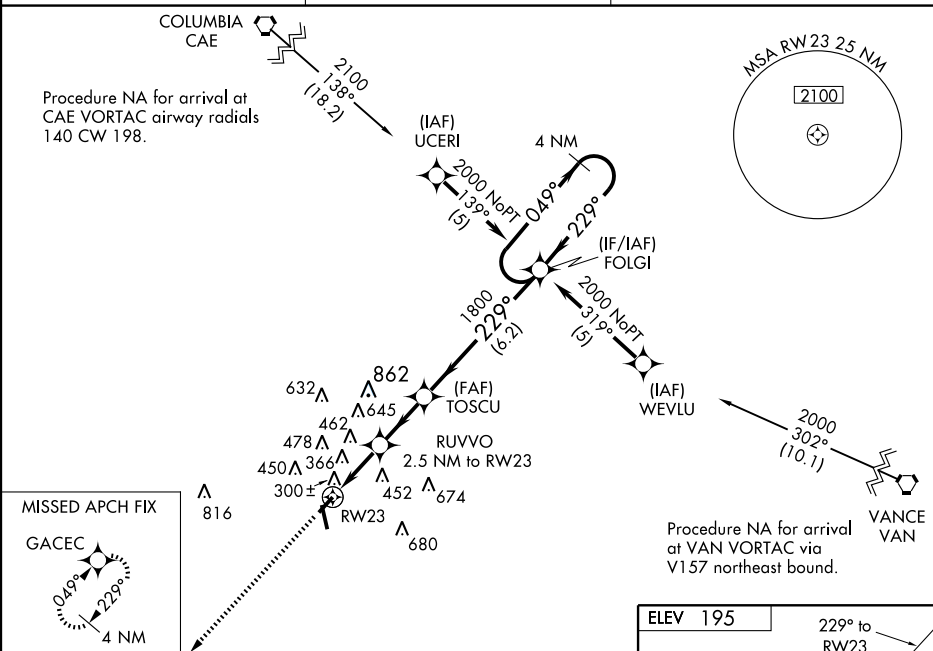
- ▼ Baro-VNAV NA when using Columbia Metropolitan altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase LPV DA to 538, LNAV/VNAV DA to 885 and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats and LNAV and circling Cats C and D visibility ¼ mile. Straight-in and circling to Rwy 23 NA at night.

MISSED APPROACH:  
Climb to 2000 direct  
GACEC and hold.

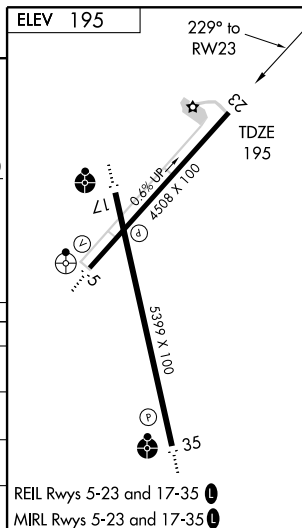
ASOS  
**118.525**

COLUMBIA APP CON  
**124.15 338.2**

UNICOM  
**122.7 (CTAF) 0**



| CATEGORY     | A                    | B                    | C                      | D                      |
|--------------|----------------------|----------------------|------------------------|------------------------|
| LPV DA       | 459-1                |                      | 264 (300-1)            |                        |
| LNAV/VNAV DA | 806-2¼               |                      | 611 (700-1¼)           |                        |
| LNAV MDA     | 680-1                | 485 (500-1)          | 680-1¼<br>485 (500-1¼) | 680-1½<br>485 (500-1½) |
| CIRCLING     | 720-1<br>525 (600-1) | 800-1<br>605 (700-1) | 800-1¾<br>605 (700-¾)  | 900-2¼<br>705 (800-2¼) |



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>97418</b><br><b>W35A</b> | APP CRS<br><b>354°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5399</b><br><b>186</b><br><b>195</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 35

ORANGEBURG MUNI (OGB)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Columbia Metropolitan altimeter setting. When local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase LPV DA to 465, LNAV/VNAV DA to 618 and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV and circling Cat C and D visibility ¼ mile.

ODALS



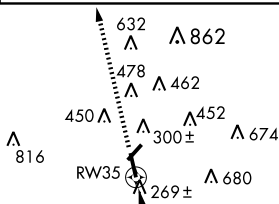
**MISSED APPROACH:**  
Climb to 2000 direct  
SUNOE and hold.

ASOS  
**118.525**

COLUMBIA APP CON  
**124.15 338.2**

UNICOM  
**122.7 (CTAF) 0**

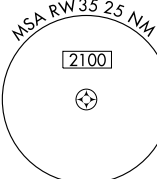
MISSED APCH FIX



Procedure NA for arrivals at  
VAN VORTAC on V3 north bound.

VANCE  
VAN

2000  
237°  
(17.5)



Procedure NA for arrivals on  
ALD VOR airway radials 014  
CW 097.

ALLENDALE  
ALD

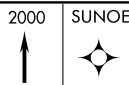
(IAF) CUBAB  
2000 NoPT  
084°  
(5)

(FAF) HIPTI  
1800  
354°  
(6.1)

(IAF) JASRI  
2000 NoPT  
264°  
(5)

(IF/IAF) CUGRA  
354°  
4 NM

ELEV 195



\* LNAV only.

\* 1.3 NM to RW35

RW35

1.3

3.6 NM

6.1 NM

1800

354°

174°

2000

354°

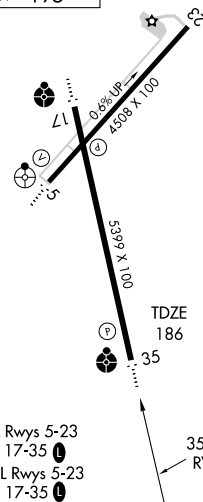
4 NM Holding Pattern

CUGRA

GS 3.00°

TCH 42

| CATEGORY     | A                    | B                    | C                            | D                            |
|--------------|----------------------|----------------------|------------------------------|------------------------------|
| LPV DA       | 386-3/4              | 200 (200-3/4)        |                              |                              |
| LNAV/VNAV DA | 539-1/4              | 353 (400-1/4)        |                              |                              |
| LNAV MDA     | 640-3/4              | 454 (500-3/4)        | 640-1/4<br>454 (500-1/4)     | 640-1/2<br>454 (500-1/2)     |
| CIRCLING     | 720-1<br>525 (600-1) | 800-1<br>605 (700-1) | 800-1 3/4<br>605 (700-1 3/4) | 900-2 1/4<br>705 (800-2 1/4) |



**PAGELAND** (PYG) 3 SE UTC-5(-4DT) N34°44.53' W80°20.71'

575 B NOTAM FILE AND

RWY 05-23: H3395X60 (ASPH) S-125 MRL 0.7% up NE

RWY 05: REIL. Tree. RWY 23: REIL. Tree.

**AIRPORT REMARKS:** Unattended.

**COMMUNICATIONS:** CTAF 122.9

CHARLOTTE APP/DEP CON 120.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

CHESTERFIELD (L) VOR/DME 108.2 CTF Chan 19 N34°39.03'

W80°16.50' 331° 6.5 NM to fld. 560/03W.

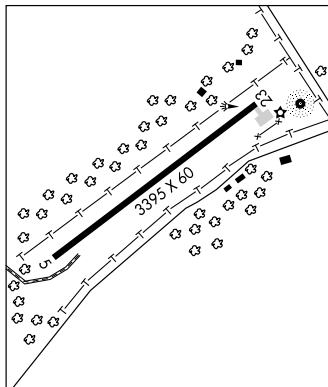
NDB (MHW) 270 PYG N34°44.70' W80°20.29' at fld.

Unusable byd 15 NM. NDB unmonitored.

CHARLOTTE

L-24J, 25D, 36E

IAP



## PELION

**LEXINGTON CO AT PELION** (6J0) 2 N UTC-5(-4DT) N33°47.68' W81°14.75'

452 B FUEL: 100LL NOTAM FILE AND

RWY 18-36: H4335X60 (ASPH) S-12.5 MRL

RWY 36: PAPI (P2R)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Unattended. Self svc fuel avbl with credit card.

P-line 800' from thld Rwy 36 end marked with red balls. Access into terminal building, use the key pad and enter the UNICOM freq followed by the '#' button. Pilot controlled lighting OTS indef. Arpt lighting on continuous from 2300Z± until 0300Z±, after 0300Z± until dawn, ACTIVATED with pilot controlled lighting. ACTIVATE MRL Rwy 18-36 PAPI Rwy 36—CTAF. PAPI Rwy 36 on during daylight.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

® COLUMBIA APP/DEP CON 124.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CAE.

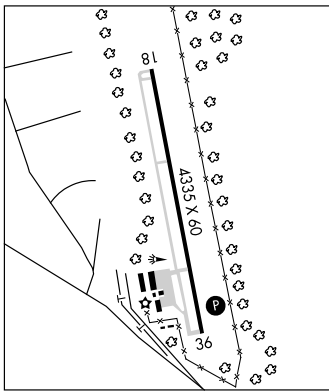
COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44'

W81°03.24' 251° 10.3 NM to fld. 400/02W.

CHARLOTTE

L-24J

IAP



|                       |                        |                             |   |
|-----------------------|------------------------|-----------------------------|---|
| NDB PYG<br><b>270</b> | APP CRS<br><b>222°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3395</b><br><b>569</b><br><b>569</b> |
|-----------------------|------------------------|-----------------------------|---|

# NDB or GPS RWY 23

PAGELAND (PYG)

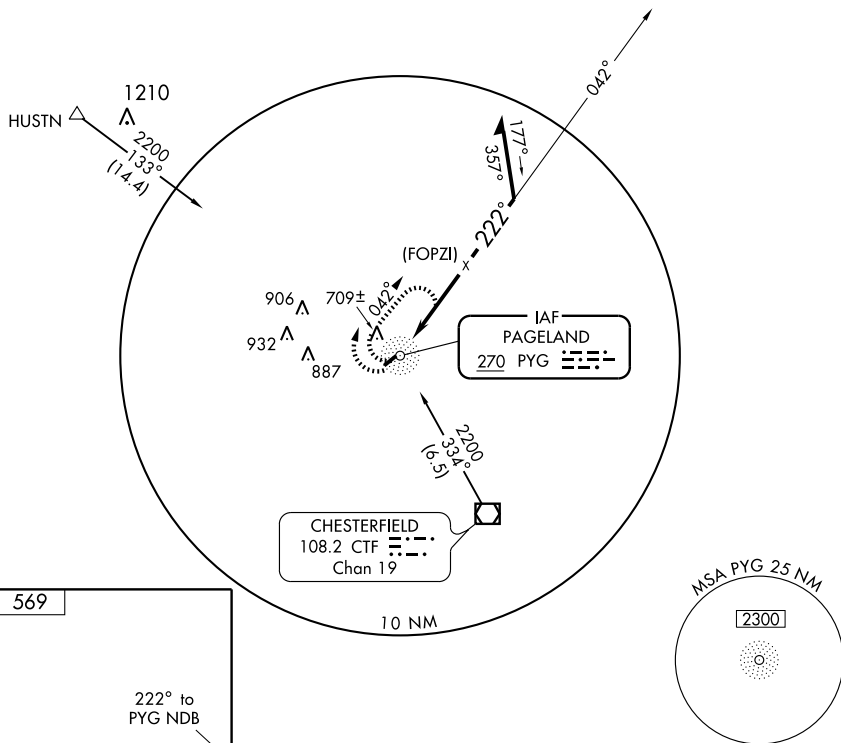


Use Charlotte altimeter setting.

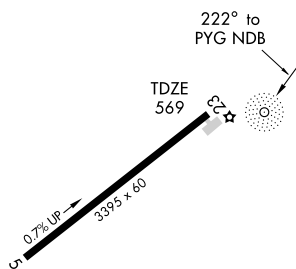
MISSED APPROACH: Climbing right turn to 2200 in PYG NDB holding pattern.

CHARLOTTE APP CON  
**120.05 307.8**

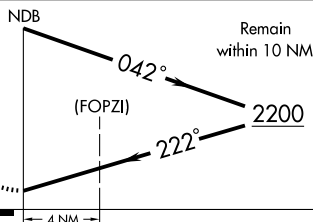
(CTAF)  
**122.9**



ELEV 569



|      |     |
|------|-----|
| 2200 | PYG |
|      | 270 |



| CATEGORY | A                  | B | C                  | D  |
|----------|--------------------|---|--------------------|----|
| S-23     | 1240-1 671 (700-1) |   | 1240-2 671 (700-2) | NA |
| CIRCLING | 1240-1 671 (700-1) |   | 1240-2 671 (700-2) | NA |

MIRL Rwy 5-23  
REIL Rwy 5-23

PAGELAND, SOUTH CAROLINA

Orig-A 09071

34° 45'N - 80° 21'W

# NDB or GPS RWY 23

PAGELAND (PYG)

SE-2, 23 SEP 2010 to 21 OCT 2010

**PAGELAND** (PYG) 3 SE UTC-5(-4DT) N34°44.53' W80°20.71'

575 B NOTAM FILE AND

RWY 05-23: H3395X60 (ASPH) S-125 MRL 0.7% up NE

RWY 05: REIL. Tree. RWY 23: REIL. Tree.

**AIRPORT REMARKS:** Unattended.

**COMMUNICATIONS:** CTAF 122.9

CHARLOTTE APP/DEP CON 120.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

CHESTERFIELD (L) VOR/DME 108.2 CTF Chan 19 N34°39.03'

W80°16.50' 331° 6.5 NM to fld. 560/03W.

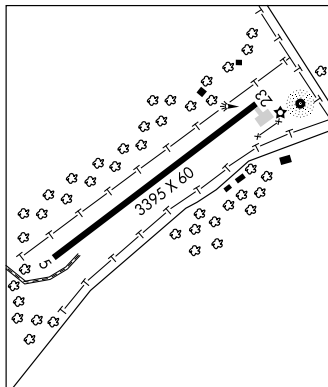
NDB (MHW) 270 PYG N34°44.70' W80°20.29' at fld.

Unusable byd 15 NM. NDB unmonitored.

CHARLOTTE

L-24J, 25D, 36E

IAP



## PELION

**LEXINGTON CO AT PELION** (6J0) 2 N UTC-5(-4DT) N33°47.68' W81°14.75'

452 B FUEL: 100LL NOTAM FILE AND

RWY 18-36: H4335X60 (ASPH) S-12.5 MRL

RWY 36: PAPI (P2R)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Unattended. Self svc fuel avbl with credit card.

P-line 800' from thld Rwy 36 end marked with red balls. Access into terminal building, use the key pad and enter the UNICOM freq followed by the '#' button. Pilot controlled lighting OTS indef. Arpt lighting on continuous from 2300Z± until 0300Z±, after 0300Z± until dawn, ACTIVATED with pilot controlled lighting. ACTIVATE MRL Rwy 18-36 PAPI Rwy 36—CTAF. PAPI Rwy 36 on during daylight.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

® COLUMBIA APP/DEP CON 124.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CAE.

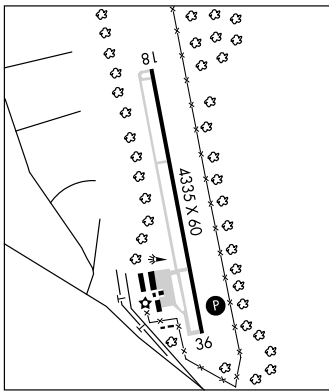
COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44'

W81°03.24' 251° 10.3 NM to fld. 400/02W.

CHARLOTTE

L-24J

IAP

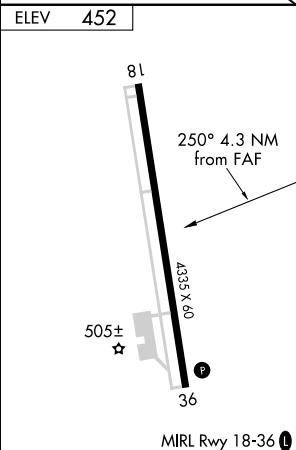
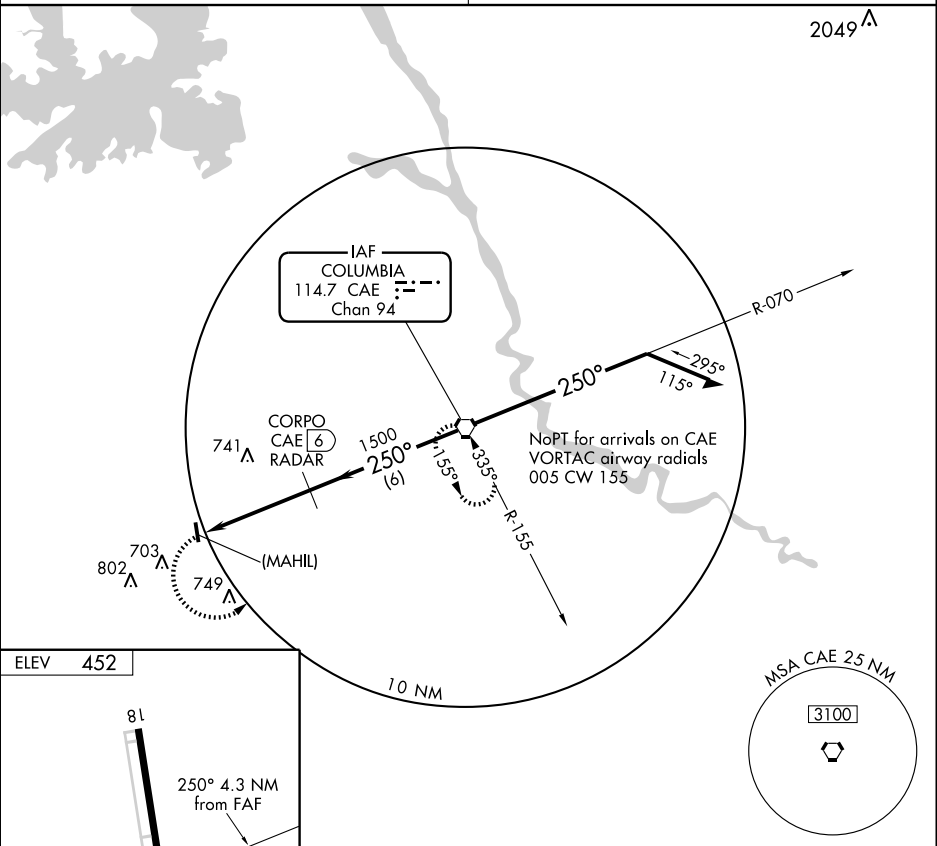


|  |                        |                             |  |
|--|------------------------|-----------------------------|--|
| VORTAC CAE<br><b>114.7</b><br>Chan <b>94</b> | APP CRS<br><b>250°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>452</b> |
|--|------------------------|-----------------------------|--|

# VOR or GPS-A

PELION/ LEXINGTON COUNTY AT PELION (6J0)

|  |  |
|--|--|
| NA<br>Use Columbia altimeter setting.<br>DME or RADAR REQUIRED | MISSED APPROACH: Climbing left turn to<br>2000 direct CAE VORTAC and hold. |
| COLUMBIA APP CON<br><b>124.15 338.2</b>                        | UNICOM<br><b>123.0</b> (CTAF)  |



|                   |      |      |      |      |          |                   |   |   |   |
|-------------------|------|------|------|------|----------|-------------------|---|---|---|
| FAF to MAP 4.3 NM |      |      |      |      | CATEGORY | A                 | B | C | D |
| Knots             | 60   | 90   | 120  | 150  | 180      |                   |   |   |   |
| Min:Sec           | 4:18 | 2:52 | 2:09 | 1:43 | 1:26     |                   |   |   |   |
|                   |      |      |      |      | CIRCLING | 940-1 488 (500-1) |   |   |   |
|                   |      |      |      |      |          | NA                |   |   |   |

PELION, SOUTH CAROLINA

PELION/ LEXINGTON COUNTY AT PELION (6J0)

Amdt 2B 10210

33°48'N-81°15'W

# VOR or GPS-A

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

**PICKENS CO** (LQK) 4 S UTC-5(-4DT) N34°48.60' W82°42.17'

1013 B S1 FUEL 100LL, JET A NOTAM FILE AND

RWY 05-23: H5002X100 (ASPH) S-35, D-65 MIRL 1.0% up NE

RWY 05: PAPI(P2L)—GA 3.0° TCH 26'.

RWY 23: PAPI(P2L)—GA 3.0° TCH 26'.

**AIRPORT REMARKS:** Attended 1300-2200Z±. Noise abatement procedure in effect, phone 864-843-5803. ACTIVATE MIRL Rwy 05-23—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.0 (864) 843-5801.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ GREER APP/DEP CON 118.8 (1100-0445Z±)

ATLANTA CENTER APP/DEP CON 134.8 (0445-1100Z±)

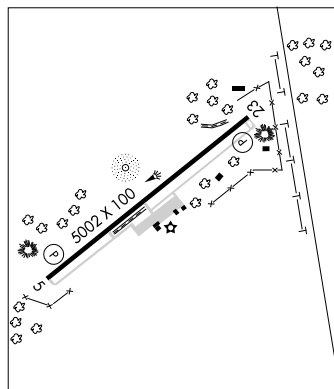
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15'

W82°47.08' 010° 23.8 NM to fld. 736/00E.

LAKE KEOWEE NDB (MHW) 408 LQK N34°48.67' W82°42.21' at fld.

**COMM/NAV/WEATHER REMARKS:** AWOS wind unreliable.



ATLANTA

H-9B, 12G, L-25C

IAP

**RALLY** N34°53.40' W81°04.85' NOTAM FILE AND.

NDB (MHW/LOM) 227 UZ 016° 6 NM to Rock Hill (York Co) Bryant Fld.

CHARLOTTE

L-24J, 25D, 36E

**RIDGELAND** (3J1) 1 NW UTC-5(-4DT) N32°29.56' W80°59.54'

79 B S4 FUEL 80, 100LL NOTAM FILE AND

RWY 03-21: H2692X70 (ASPH) S-12.5 MIRL

RWY 03: PAPI(P2L)—GA 3.25° TCH 45'. Tree. RWY 21: Tree.

**AIRPORT REMARKS:** Attended 1400Z±—Dusk. Glider ops invof arpt. Rwy 03 20' drop at end of pavement.

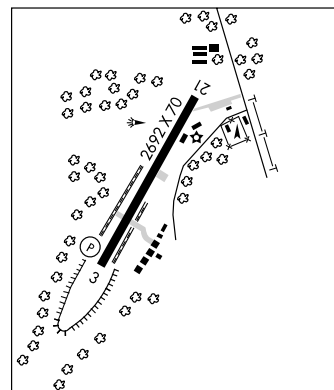
**COMMUNICATIONS:** CTAF/UNICOM 122.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78'

W81°11.95' 033° 23.3 NM to fld. 9/6W.

HIWAS.



CHARLOTTE

**ROBERT F SWINNIE** (See ANDREWS)

**ROCK HILL (YORK CO) BRYANT FLD** (UZA) 4 NW UTC-5(-4DT) N34°59.27' W81°03.43'

666 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE UZA

RWY 02-20: H5500X100 (ASPH) S-30, D-60 MIRL

RWY 02: MALSR. PAPI(P2L)—GA 3.0° TCH 35'. Tree.

RWY 20: PAPI(P2L)—GA 3.0° TCH 39'. Tree.

**AIRPORT REMARKS:** Attended 1300-0100Z±. Wildlife invof arpt. Voluntary Noise abatement procedure in effect. MIRL Rwy 02-20 and MALSR Rwy 02 preset med ints dusk-0400Z±; to increase ints and ACTIVATE after 0400Z±—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.775 (803) 981-9388.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

Ⓡ CHARLOTTE APP/DEP CON 120.05 CLNC DEL 126.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CLT.

CHARLOTTE (L) VORW/DME 115.0 CLT Chan 97 N35°11.42' W80°57.11' 208° 13.2 NM to fld. 732/05W. HIWAS.

FORT MILL (L) VORTAC 112.4 FML Chan 71 N34°59.34' W80°57.29' 271° 5.1 NM to fld. 650/02W.

NOTAM FILE AND. SHUTDOWN.

RALLY NDB (MHW/LOM) 227 UZ N34°53.40' W81°04.85' 016° 6 NM to fld. NOTAM FILE AND.

ILS 108.5 I-UZA Rwy 02. Class IA. LOM RALLY NDB.

CHARLOTTE

H-9B, 12G, L-25D, 36E

IAP



|                       |                        |                             |  |
|-----------------------|------------------------|-----------------------------|--|
| NDB LQK<br><b>408</b> | APP CRS<br><b>043°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5002</b><br><b>996</b><br><b>1013</b> |
|-----------------------|------------------------|-----------------------------|--|

# NDB RWY 5

PICKENS COUNTY (LQK)

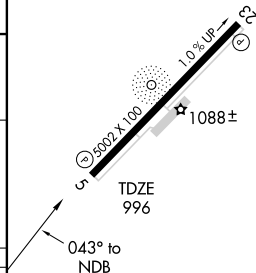
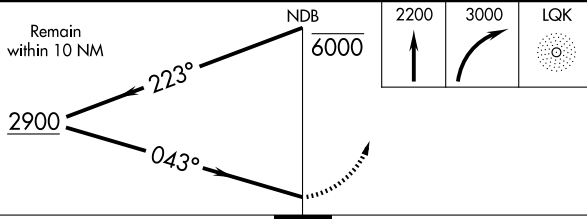
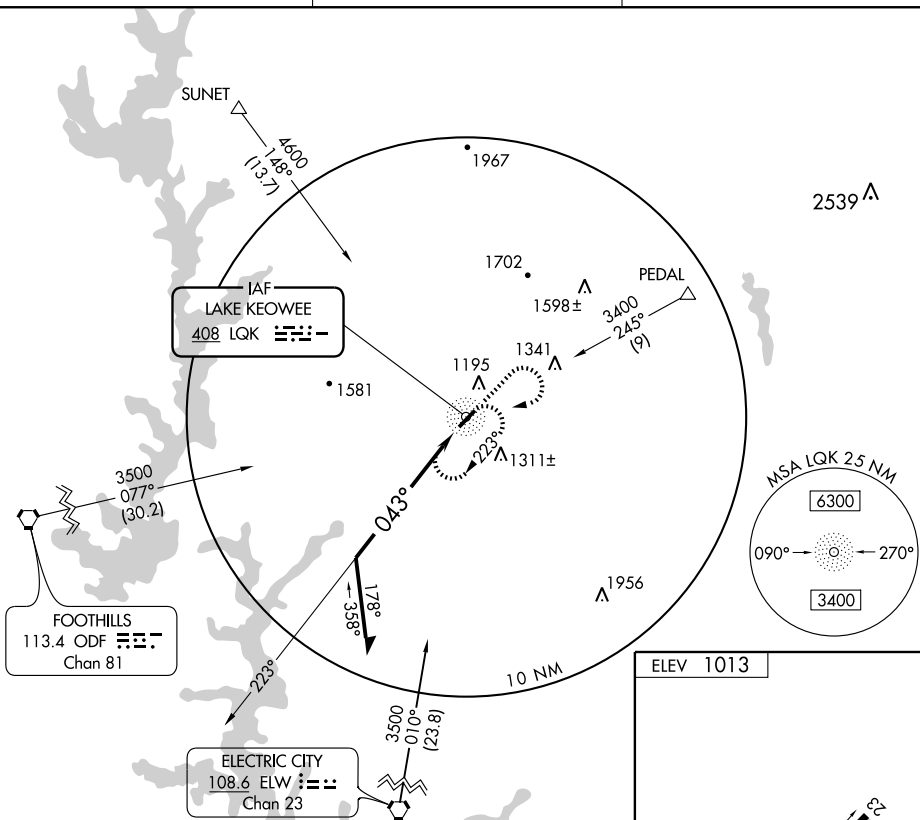
**▽** When local altimeter setting not received, use Clemson altimeter setting and increase all MDA 60 feet, S-5 and Circling visibility Cats C and D ¼ mile.  
**△** NA

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 direct LQK NDB and hold.

AWOS-3  
**120.0**

GREER APP CON ★  
**118.8 385.4**

UNICOM  
**122.8 (CTAF) 0**



| CATEGORY | A                  | C                    | D                    |
|----------|--------------------|----------------------|----------------------|
| S-5      | 1540-1 544 (600-1) | 1540-1½ 544 (600-1½) | 1540-1¾ 544 (600-1¾) |
| CIRCLING | 1560-1 547 (600-1) | 1560-1½ 547 (600-1½) | 1660-2 647 (700-2)   |

MRL Rwy 5-23 0



|  |                        |   |
|--|------------------------|---|
| WAAS<br>Ch <b>42817</b><br><b>W23A</b> | APP CRS<br><b>228°</b> | Rwy Idg <b>5002</b><br>TDZE <b>1013</b><br>Apt Elev <b>1013</b> |
|--|------------------------|---|

## RNAV (GPS) RWY 23

PICKENS COUNTY (LQK)

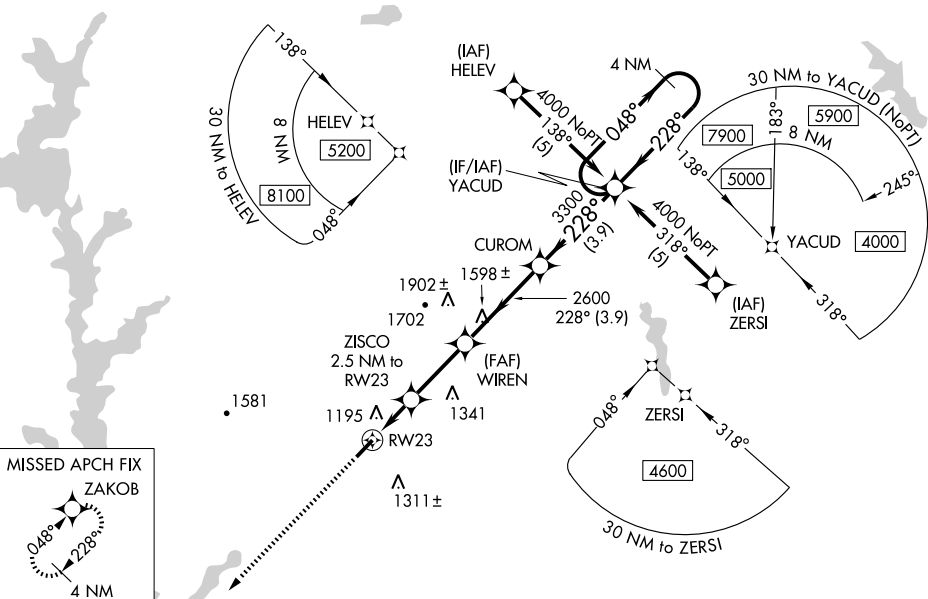
**NA** (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1356, LNAV/VNAV DA to 1594, and all MDAs 60 feet; increase LPV all Cats visibility  $\frac{1}{2}$  mile, increase LNAV and Circling Cats C and D visibility  $\frac{1}{2}$  mile. Baro-VNAV NA when using Clemson altimeter setting. VDP NA with Clemson altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct  
ZAKOB and hold.

AWOS-3  
120.0

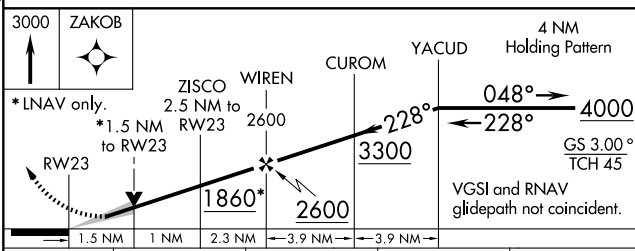
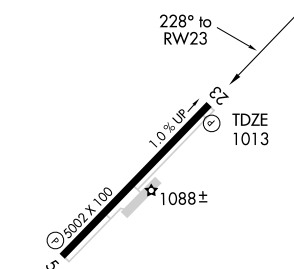
GREER APP CON ★  
118.8 385.4

UNICOM  
122.8 (CTAF) **L**



ELEV 1013

1956



| CATEGORY         | A      | B           | C                       | D                       |
|------------------|--------|-------------|-------------------------|-------------------------|
| LPV DA           |        | 1310-1      | 297 (300-1)             |                         |
| LNAV/<br>VNAV DA |        | 1548-2      | 535 (600-2)             |                         |
| LNAV MDA         | 1500-1 | 487 (500-1) | 1500-1¼<br>487 (500-1¼) | 1500-1½<br>487 (500-1½) |
| CIRCLING         | 1560-1 | 547 (600-1) | 1560-1½<br>547 (600-1½) | 1660-2<br>647 (700-2)   |

MIRL Rwy 5-23 **L**

PICKENS, SOUTH CAROLINA  
Orig-A 01JUL10

34°49'N - 82°42'W

PICKENS COUNTY (LQK)

## RNAV (GPS) RWY 23

SE-2. 23 SEP 2010 to 21 OCT 2010

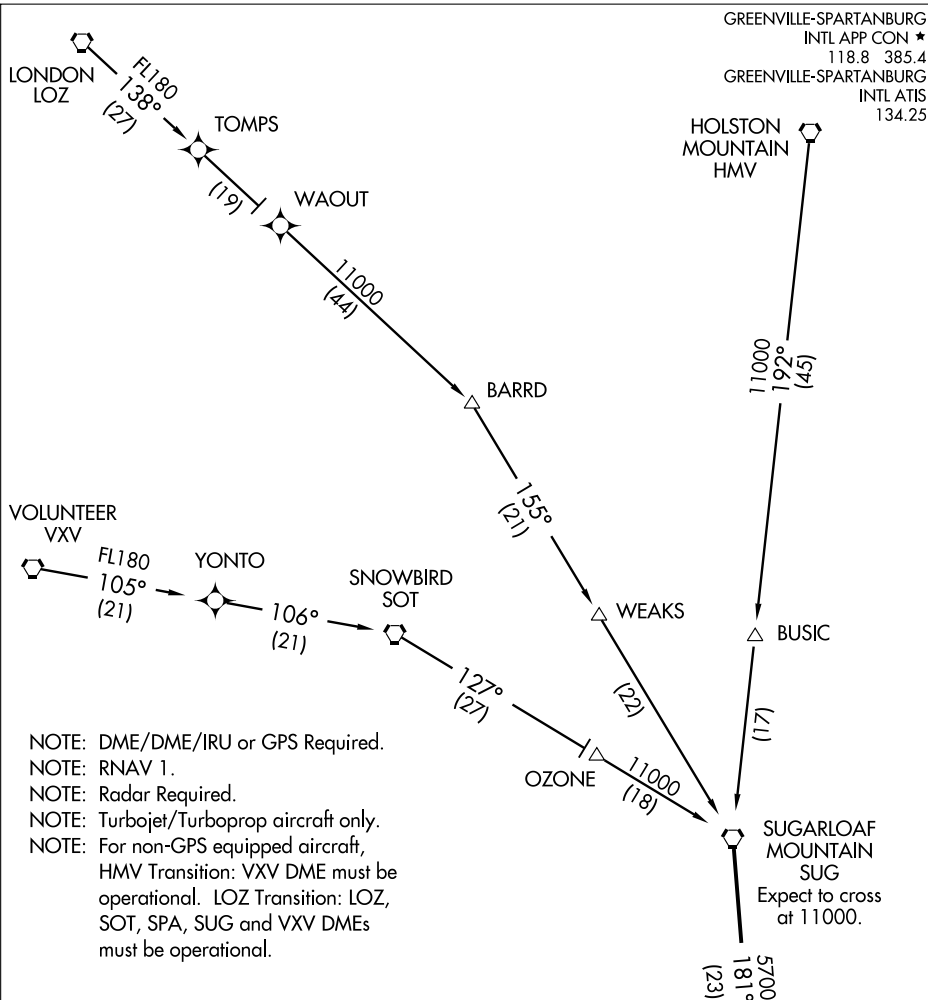
SE-2, 23 SEP 2010 to 21 OCT 2010

(UNMAN.UNMAN1) 10210

## UNMAN ONE ARRIVAL (RNAV)

ST-179 (FAA)

GREENVILLE, SOUTH CAROLINA



## ARRIVAL ROUTE DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.UNMAN1):LONDON TRANSITION (LOZ.UNMAN1):VOLUNTEER TRANSITION (VXV.UNMAN1):

From SUG VORTAC via 181° track to UNMAN.  
 Expect radar vectors.

LOST COMMUNICATIONS: Standard

UNMAN

GREENVILLE-SPARTANBURG  
INTL-ROGER MILLIKENPICKENS  
COUNTYGREENVILLE  
DOWNTOWN

DONALDSON CENTER

SPARTANBURG  
DOWNTOWN  
MEMORIAL

## UNMAN ONE ARRIVAL (RNAV)

(UNMAN.UNMAN1) 10210

GREENVILLE, SOUTH CAROLINA

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| VORTAC ELW<br><b>108.6</b><br>Chan <b>23</b> | APP CRS<br><b>010°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>1013</b> |
|--|------------------------|-----------------------------|---|

**VOR/DME-A**  
PICKENS COUNTY (LQK)

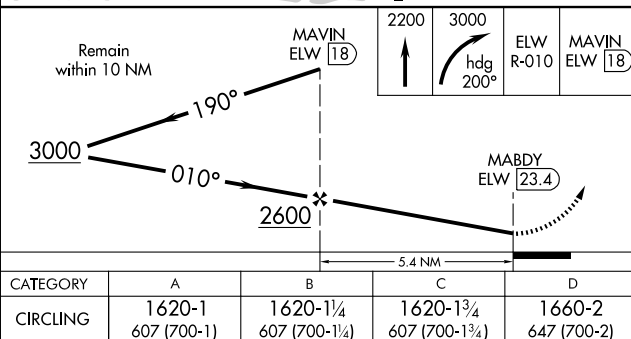
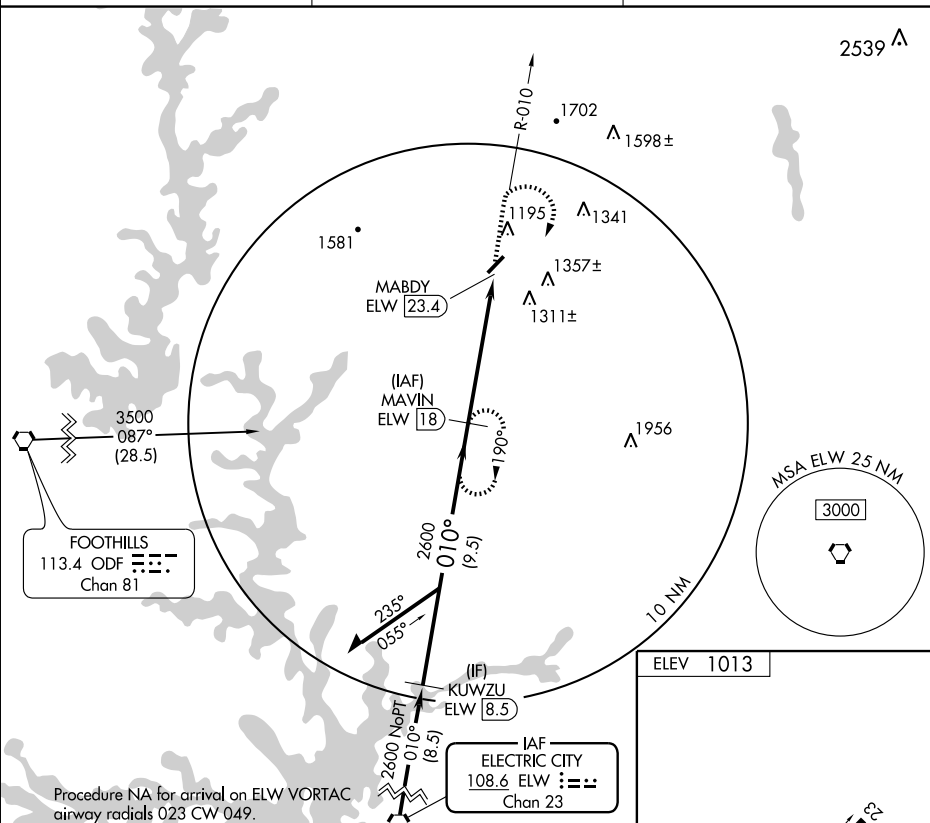
▼ When local altimeter setting not received, use Clemson altimeter setting  
▲ NA and increase all MDA 60 feet and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2200 then  
climbing right turn to 3000 via heading 200°  
and R-010 to MAVIN/ELW 18 DME and hold.

AWOS-3  
**120.0**

GREER APP CON ★  
**118.8 385.4**

UNICOM  
**122.8 (CTAF) 0**



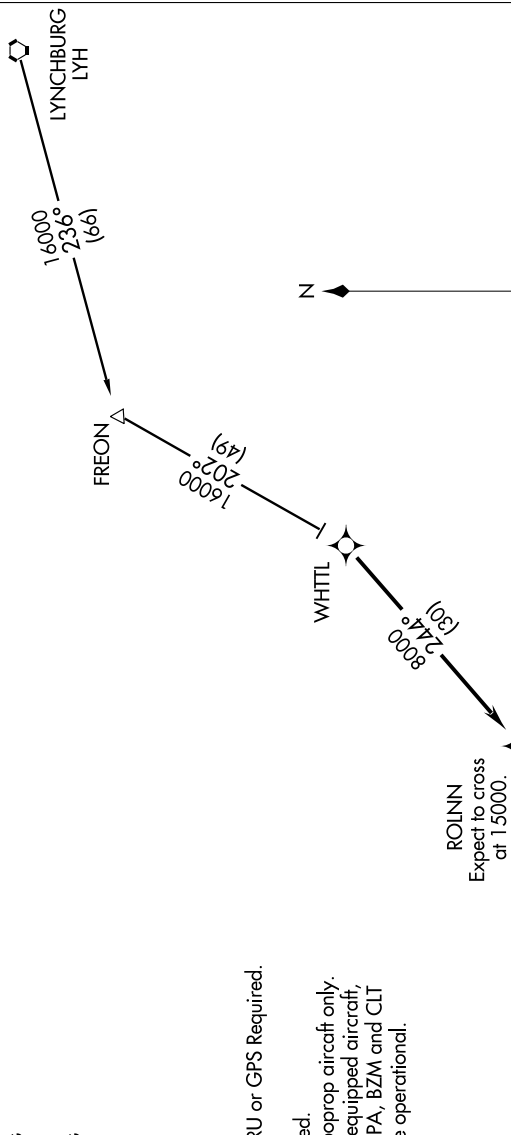
## WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 23 SEP 2010 to 21 OCT 2010

GREENVILLE-SPARTANBURG  
INTL APP CON ★  
118.8 385.4  
GREENVILLE-SPARTANBURG  
INTL ATIS  
134.25

NOTE: DME/DME/IRU or GPS Required.  
NOTE: RNAV 1.  
NOTE: Radar Required.  
NOTE: Turbojet/Turboprop aircraft only.  
NOTE: For non-GPS equipped aircraft,  
RDU, GSO, SPA, BZM and CLT  
DMEs must be operational.



NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

## LYNCHBURG TRANSITION (LYH.WHTTL1):

From WHTTL via 244° track to ROLNN, then via 243° track to CEMUM, then via 243° track to SPA VORTAC. Expect radar vectors.

LOST COMMUNICATIONS: Standard

GREENVILLE-SPARTANBURG  
INTL-ROGER MILLIKEN  
PICKENS COUNTY  
GREENVILLE  
DOWNTOWN  
SPARTANBURG  
DOWNTOWN  
MEMORIAL  
DONALDSON CENTER

## WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 23 SEP 2010 to 21 OCT 2010

**PICKENS CO** (LQK) 4 S UTC-5(-4DT) N34°48.60' W82°42.17'

1013 B S1 FUEL 100LL, JET A NOTAM FILE AND

RWY 05-23: H5002X100 (ASPH) S-35, D-65 MIRL 1.0% up NE

RWY 05: PAPI(P2L)—GA 3.0° TCH 26'.

RWY 23: PAPI(P2L)—GA 3.0° TCH 26'.

**AIRPORT REMARKS:** Attended 1300-2200Z±. Noise abatement procedure in effect, phone 864-843-5803. ACTIVATE MIRL Rwy 05-23—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.0 (864) 843-5801.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ GREER APP/DEP CON 118.8 (1100-0445Z±)

ATLANTA CENTER APP/DEP CON 134.8 (0445-1100Z±)

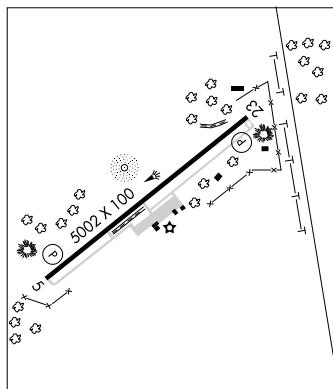
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15'

W82°47.08' 010° 23.8 NM to fld. 736/00E.

LAKE KEOWEE NDB (MHW) 408 LQK N34°48.67' W82°42.21' at fld.

**COMM/NAV/WEATHER REMARKS:** AWOS wind unreliable.



ATLANTA

H-9B, 12G, L-25C

IAP

**RALLY** N34°53.40' W81°04.85' NOTAM FILE AND.

NDB (MHW/LOM) 227 UZ 016° 6 NM to Rock Hill (York Co) Bryant Fld.

CHARLOTTE

L-24J, 25D, 36E

**RIDGELAND** (3J1) 1 NW UTC-5(-4DT) N32°29.56' W80°59.54'

79 B S4 FUEL 80, 100LL NOTAM FILE AND

RWY 03-21: H2692X70 (ASPH) S-12.5 MIRL

RWY 03: PAPI(P2L)—GA 3.25° TCH 45'. Tree. RWY 21: Tree.

**AIRPORT REMARKS:** Attended 1400Z±—Dusk. Glider ops invof arpt. Rwy 03 20' drop at end of pavement.

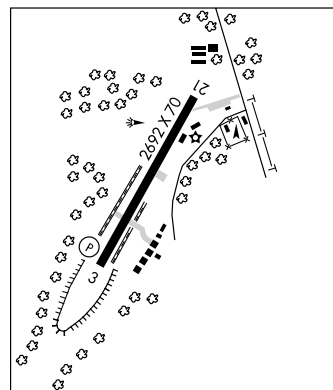
**COMMUNICATIONS:** CTAF/UNICOM 122.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78'

W81°11.95' 033° 23.3 NM to fld. 9/6W.

HIWAS.



CHARLOTTE

**ROBERT F SWINNIE** (See ANDREWS)

**ROCK HILL (YORK CO) BRYANT FLD** (UZA) 4 NW UTC-5(-4DT) N34°59.27' W81°03.43'

666 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE UZA

RWY 02-20: H5500X100 (ASPH) S-30, D-60 MIRL

RWY 02: MALSR. PAPI(P2L)—GA 3.0° TCH 35'. Tree.

RWY 20: PAPI(P2L)—GA 3.0° TCH 39'. Tree.

**AIRPORT REMARKS:** Attended 1300-0100Z±. Wildlife invof arpt. Voluntary Noise abatement procedure in effect. MIRL Rwy 02-20 and MALSR Rwy 02 preset med ints dusk-0400Z±; to increase ints and ACTIVATE after 0400Z±—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.775 (803) 981-9388.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

Ⓡ CHARLOTTE APP/DEP CON 120.05 CLNC DEL 126.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CLT.

CHARLOTTE (L) VORW/DME 115.0 CLT Chan 97 N35°11.42' W80°57.11' 208° 13.2 NM to fld. 732/05W. HIWAS.

FORT MILL (L) VORTAC 112.4 FML Chan 71 N34°59.34' W80°57.29' 271° 5.1 NM to fld. 650/02W.

NOTAM FILE AND. SHUTDOWN.

RALLY NDB (MHW/LOM) 227 UZ N34°53.40' W81°04.85' 016° 6 NM to fld. NOTAM FILE AND.

ILS 108.5 I-UZA Rwy 02. Class IA. LOM RALLY NDB.

CHARLOTTE

H-9B, 12G, L-25D, 36E

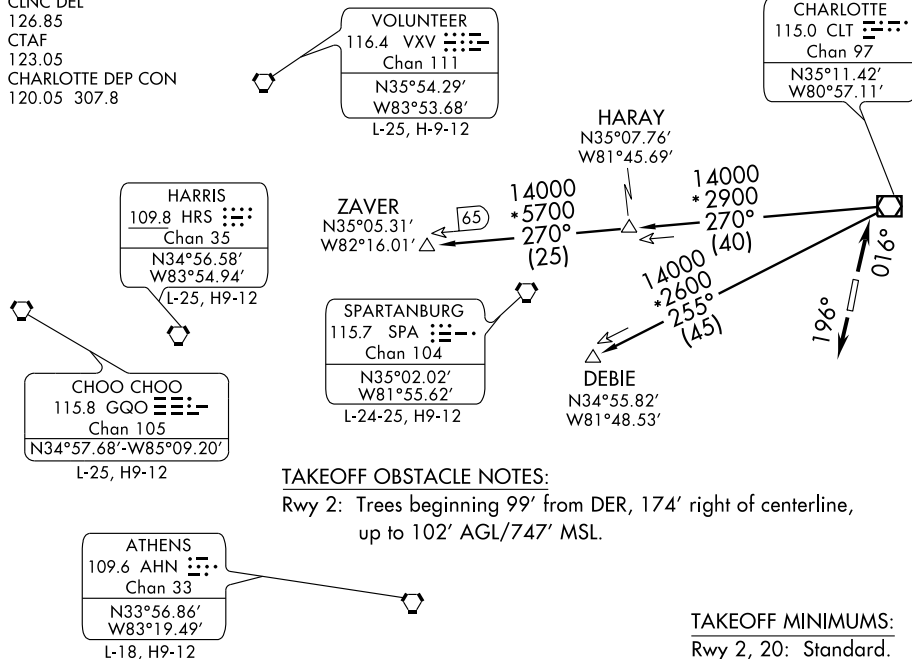
IAP

(BOB4.BOB) 10154

# BOBCAT FOUR DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)  
SL-5361 (FAA) ROCK HILL, SOUTH CAROLINA

ASOS  
120.775  
CLNC DEL  
126.85  
CTAF  
123.05  
CHARLOTTE DEP CON  
120.05 307.8



## TAKEOFF OBSTACLE NOTES:

Rwy 2: Trees beginning 99' from DER, 174' right of centerline, up to 102' AGL/747' MSL.

## TAKEOFF MINIMUMS:

Rwy 2, 20: Standard.

NOTE: For Turbojets only.

NOTE: Radar and DME required.

NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

NOTE: Do not exceed 280 KIAS until advised by ATC.

NOTE: Chart note to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°. Thence....

TAKEOFF RUNWAY 20: Climb heading 196°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB4.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE.

HARAY TRANSITION (BOB4.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY.

ZAVR TRANSITION (BOB4.ZAVR): From over CLT VOR/DME via CLT R-270 to ZAVR.

BOBCAT FOUR DEPARTURE

(BOB4.BOB) 10154

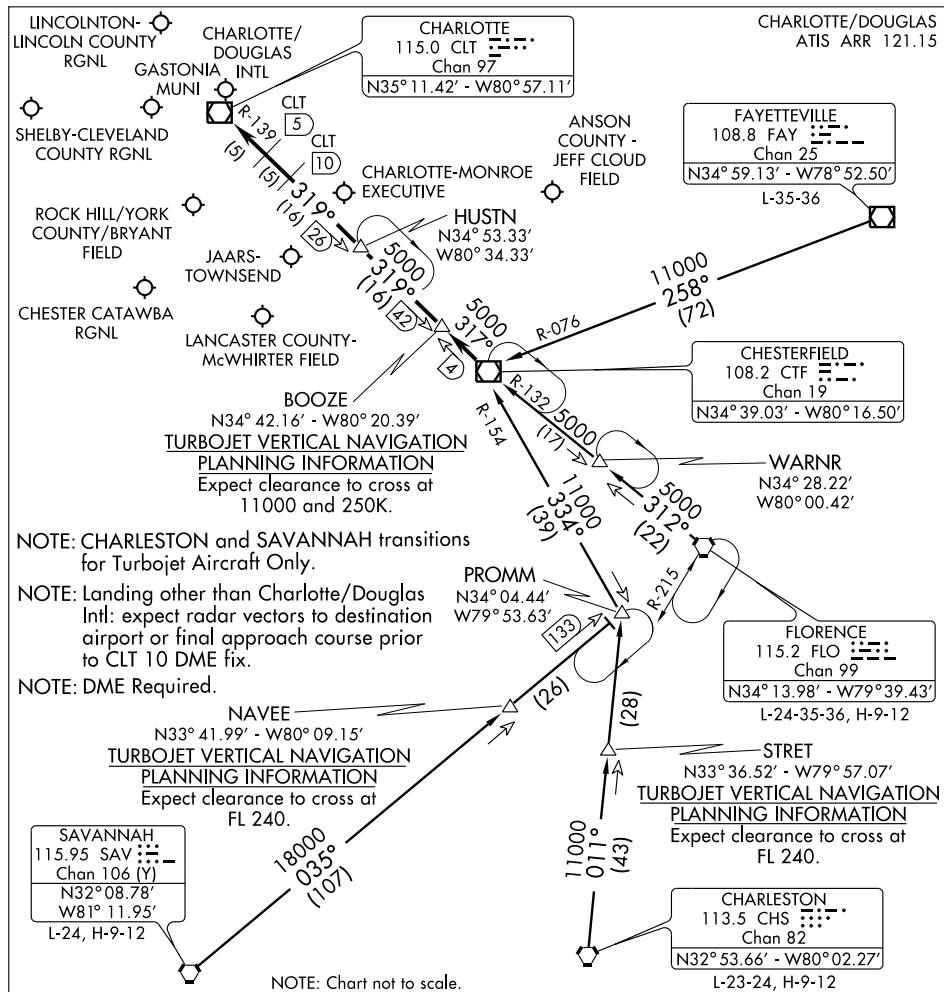
ROCK HILL, SOUTH CAROLINA  
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

SE-2, 23 SEP 2010 to 21 OCT 2010



## CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

...From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

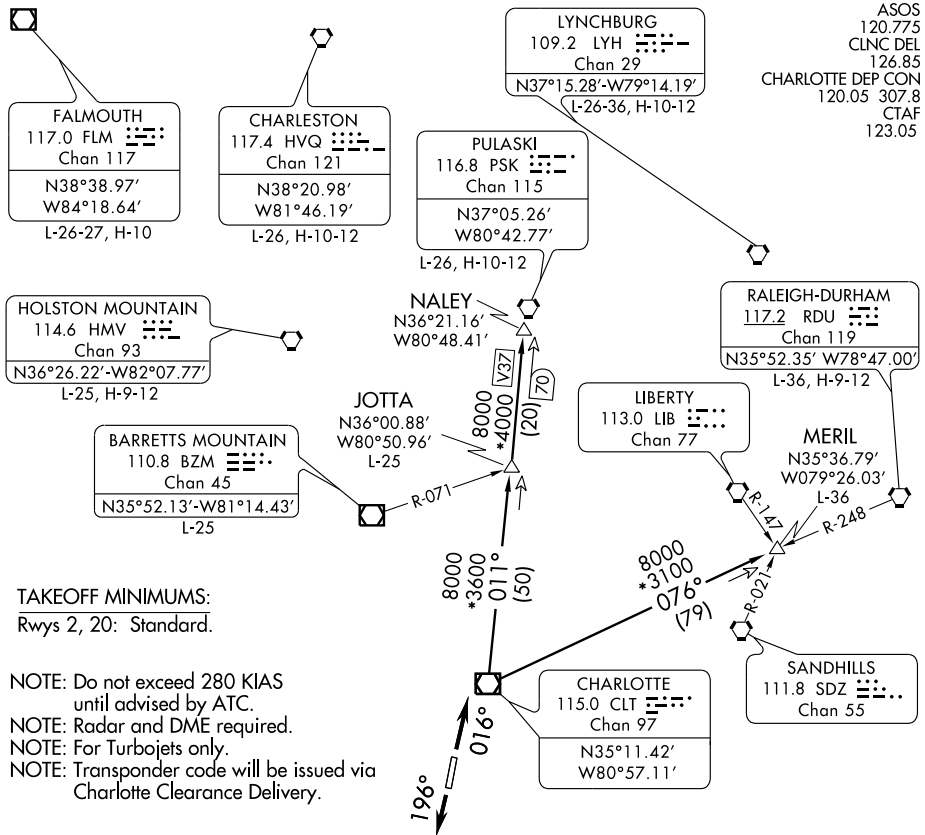
(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

## CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

(HOR6.HOR) 10154  
**HORNET SIX DEPARTURE**

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)  
SL-5361 (FAA) ROCK HILL, SOUTH CAROLINA



TAKEOFF MINIMUMS:  
Rwys 2, 20: Standard.

NOTE: Do not exceed 280 KIAS until advised by ATC.  
NOTE: Radar and DME required.  
NOTE: For Turbojets only.  
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

**TAKEOFF OBSTACLE NOTES:**

Rwy 2: Trees beginning 99' from DER, 174' right of centerline, up to 102' AGL/747' MSL.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 2:** Climb heading 016°. Thence....

**TAKEOFF RUNWAY 20:** Climb heading 196°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

**JOTTA TRANSITION (HOR6.JOTTA):** From over CLT VOR/DME via CLT R-011 to JOTTA.


**MERIL TRANSITION (HOR6.MERIL):** From over CLT VOR/DME via CLT R-076 to MERIL.


**NALEY TRANSITION (HOR6.NALEY):** From over CLT VOR/DME via CLT R-011 to NALEY.


## HUGO ONE DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)  
SL-5361 (FAA) ROCK HILL, SOUTH CAROLINA


|          |         |
|----------|---------|
| ASOS     | 120.775 |
| CLNC DEL | 126.85  |
| CTAF     | 123.05  |


CHARLESTON  
117.4 HVQ   
Chan 121  
N38°20.98' W81°46.19'  
I-26, H-10-12


LYNCHBURG  
109.2 LYH   
Chan 29  
N37°15.28' W79°14.19'  
L-26-36, H-10-12

HOLSTON MOUNTAIN  
114.6 HMV   
Chan 93  
N36°26.22' W82°07.77'  
I-25, H-9-12

PULASKI  
116.8 PSK  
Chan 115  
N37°05.26' W80°42.77'  
L-26, H-10-12

CHARLOTTE  
15.0 CLT   
Chan 97  
N35°11.42'  
W80°57.11'

RALEIGH-DURHAM  
117.2 RDU   
Chan 119  
N35°52.35' W78°47.00'  
UNDP L-36 H-9-12

SANDHILLS  
111.8 SDZ   
Chan 55


CHESTERFIELD  
108.2 CTF  
Chn 19

**SOUTHEAST**  
CHARLOTTE DEP CON  
128 325 307 8


TAKEOFF MINIMUMS:  
Rwys 2, 20: Standard.

SAVANNAH  
115.95 SAV :--  
Chan 106 (Y)  
N32°08.78' W81°11.95'  
L-24, H-9-12


COLUMBIA  
114.7 CAE  $\ddot{=}$   
Chan 94  
N33°51.43' W81°03.23'  
L-24, H-9-12

COLLIERS  
113.9 IRQ   
Chan 86  
N33°42.44' W82°09.72'  
1-24 H-9-12

ELECTRIC CITY  
108.6 ELW : = :  
Chan 23  
N34°25.15'  
W82°47.08'  
I-18

115.5 GRD   
Chan 102  
N34°15.09'  
W82°09.25'  
1-24 H-8-12

FOOTHILLS  
113.4 ODF  
Chan 81  
N34°41.75'  
W83°17.86'

SUGARLOAF MOUNTAIN  
112.2 SUG   
Chan 59  
N35°24.39' W82°16.12'  
1-25

PITTY  
N35°19.82'  
W81°51.09'

DEBIE  
N34°55.82'  
W81°48.53'

ANDYS 4  
N34°22.25'  
W81°08.63'

093° → R-27  
11000  
\*3100  
(48)  
R-026

CHOPN  
N34°14.9  
W80°32.3

ROBAY  
N36°03.77'  
W81°18.07'

SADIE  
N36°41.81'  
W81°33.61'

NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.  
NOTE: Radar and DME required.  
NOTE: For propeller aircraft only.  
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ROCK HILL, SOUTH CAROLINA  
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

## HUGO ONE DEPARTURE

(HUG1.HUG) 10154

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION



TAKEOFF RUNWAY 2: Climb heading 016°. Thence....

TAKEOFF RUNWAY 20: Climb heading 196°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.

CHOPN TRANSITION (HUG1.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN.

DEBIE TRANSITION (HUG1.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE.

GIPPR TRANSITION (HUG1.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR.

PITTY TRANSITION (HUG1.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY.

ROBAY TRANSITION (HUG1.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY.

SADIE TRANSITION (HUG1.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES:

Rwy 2: Trees beginning 99' from DER, 174' right of centerline, up to 102' AGL/747' MSL.

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010



## MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS  
 ATIS ARR 121.15  
 CHARLOTTE APP CON  
 (001° -119°) **128.32**  
 (120° -245°) **120.05**  
 (246° -360°) **134.75**  
 (180° -359°) **257.2**  
 (360° -179°) **307.8**

ROANOKE  
 109.4 ROA  
 Chan 31  
 N37°20.61' - W80°04.23'  
 L-26, H-10-12

MAYOS  
 N36°19.59' - W79°59.79'  
**TURBOJET VERTICAL NAVIGATION**  
**PLANNING INFORMATION**  
 Expect to cross at FL220.

MAJIC  
 N35°48.71' - W80°26.17'  
**TURBOJET VERTICAL**  
**NAVIGATION**  
**PLANNING INFORMATION**  
 Expect to cross at 13,000'/250K.

LYNCHBURG  
 109.2 LYH  
 Chan 29  
 N37°15.28'  
 W79°14.19'  
 L-26-36, H-10-12

KELLS  
 N36°35.17'  
 W79°47.17'

RALEIGH/DURHAM  
 117.2 RDU  
 Chan 119  
 N35°52.35'  
 W78°47.00'  
 L-36, H-9-12

LIBERTY  
 113.0 LIB  
 Chan 77  
 N35°48.70'  
 W79°36.76'

SUDSY  
 N35°44.58'  
 W80°29.63'

LINCOLNTON-  
 LINCOLN COUNTY  
 RGNL

SHELBY-  
 CLEVELAND  
 COUNTY RGNL

GASTONIA  
 MUNI

ROCK HILL/YORK  
 COUNTY/BRYANT  
 FIELD

CHESTER CATAWBA  
 RGNL

NOTE: Chart not to scale.

CLT  
 10

CHARLOTTE  
 DOUGLAS  
 INTL

CLT  
 5

CHARLOTTE  
 115.0 CLT  
 Chan 97  
 N35°11.42' - W80°57.11'

CHARLOTTE-MONROE  
 EXECUTIVE

JAARS-  
 TOWNSEND

LANCASTER COUNTY-  
 McWHIRTER FIELD

ANSON COUNTY -  
 JEFF CLOUD  
 FIELD

NOTE: DME required.  
 NOTE: RADAR required for LIB R-273.  
 NOTE: Landing other than Charlotte/  
 Douglas Intl; expect radar  
 vectors to destination airport  
 or final approach course prior  
 to CLT 10 DME fix.

**LIBERTY TRANSITION (LIB.MAJIC1):** From over LIB VORTAC via LIB R-273  
 to MAJIC INT. Thence. . .

**LYNCHBURG TRANSITION (LYH.MAJIC1):** From over LYH VORTAC via LYH R-219  
 and CLT R-039 to MAJIC INT. Thence. . .

**ROANOKE TRANSITION (ROA.MAJIC1):** From over ROA VORTAC via ROA R-181  
 and CLT R-039 to MAJIC INT. Thence. . .

. . . From over MAJIC via CLT R-039 to:

**LANDING NORTH:** CLT VOR/DME. Expect radar vectors to final approach course prior  
 to the CLT 5 DME fix.

**LANDING SOUTH:** GIZMO. Expect radar vectors to final approach course.

## MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

## PANTHER ONE DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)  
SL-5361 (FAA) ROCK HILL, SOUTH CAROLINA

ASOS  
120.775  
CLNC DEL  
126.85  
CTAF  
123.05  
CHARLOTTE DEP CON  
120.05 307.8

CHARLOTTE  
115.0 CLT  
Chan 97  
N35°11.42'W80°57.11'

LILLS  
N34°56.13'  
W79°55.81'  
L-25-35-36

SANDHILLS  
111.8 SDZ  
Chan 55

FAYETTEVILLE  
108.8 FAY  
Chan 25

FLORENCE  
115.2 FLO  
Chan 99

COLUMBIA  
114.7 CAE  
Chan 94  
N33°51.43'  
W81°03.23'  
L-24, H-9-12

BUCKL  
N34°31.50'  
W80°52.89'

ANDYS  
N34°22.25'  
W81°08.63'

COLLIERS  
113.9 IRQ  
Chan 86

## TAKEOFF OBSTACLE NOTES:

Rwy 2: Trees beginning 99' from DER, 174' right of centerline, up to 102' AGL/747' MSL.

## TAKEOFF MINIMUMS:

Rwys 2, 20: Standard.

NOTE: Do not exceed 280 KIAS  
until advised by ATC.  
NOTE: Radar and DME required.  
NOTE: For Turbojets only.  
NOTE: Transponder code will be issued  
via Charlotte Clearance Delivery.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## PANTHER ONE DEPARTURE

ROCK HILL, SOUTH CAROLINA  
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

## DEPARTURE ROUTE DESCRIPTION



TAKEOFF RUNWAY 2: Climb heading 016°. Thence....

TAKEOFF RUNWAY 20: Climb heading 196°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.

COLUMBIA TRANSITION (PAN1.CAE): From over CLT VOR/DME via CLT R-180  
and CAE R-014 to CAE VORTAC.

LILLS TRANSITION (PAN1.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS.

TAYLOR TRANSITION (PAN1.TAY): From over CLT VOR/DME via CLT R-196 to TREAL,  
then via CAE R-205 and TAY R-022 to TAY VORTAC.

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010



APP CRS **016°**  
Rwy Idg **5500**  
TDZE **667**  
Apt Elev **667**

# RNAV (GPS) RWY 2

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

**▼** For inoperative MALS, increase LNAV Cats A and B visibility to 1 mile. When local altimeter setting not received, use Charlotte, NC altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.



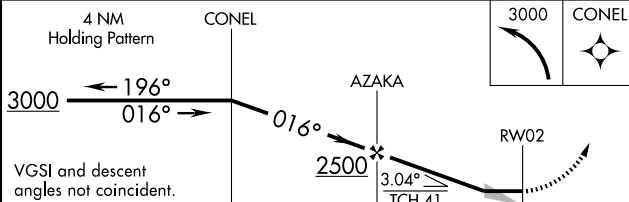
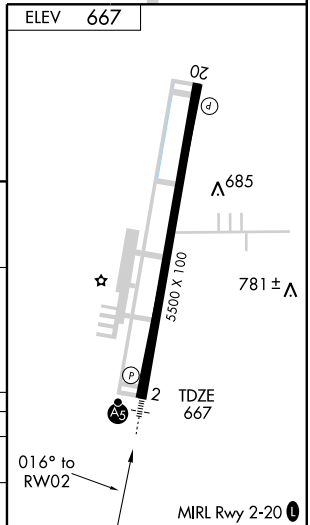
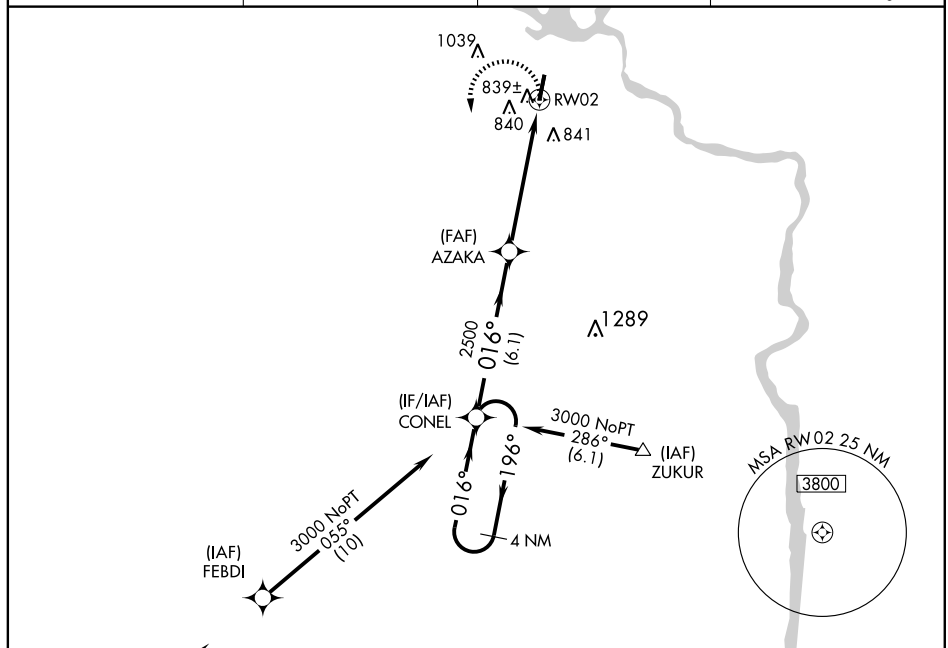
MISSED APPROACH: Climbing left turn to 3000 direct CONEL and hold.

ASOS  
**120.775**

CHARLOTTE APP CON  
**120.05 307.8**

CLNC DEL  
**126.85**

UNICOM  
**123.05 (CTAF) 0**



| CATEGORY | A        | B             | C          | D           |
|----------|----------|---------------|------------|-------------|
| LNAV MDA | 1100-3/4 | 433 (500-3/4) | 1100-1     | 433 (500-1) |
| CIRCLING | 1140-1   | 473 (500-1)   | 1200-1 1/2 | 533 (600-2) |

APP CRS  
**196°**

Rwy Idg **5500**  
TDZE **662**  
Apt Elev **667**

**RNAV (GPS) RWY 20**

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

▼ When local altimeter setting not received, use Charlotte, NC  
altimeter setting and increase all MDAs 60 feet.  
▲ Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000  
direct CONEL and hold.

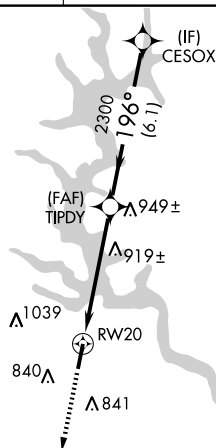
ASOS  
**120.775**

CHARLOTTE APP CON  
**120.05 307.8**

CLNC DEL  
**126.85**

UNICOM  
**123.05 (CTAF) 0**

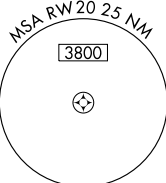
1540 A

**RADAR REQUIRED**

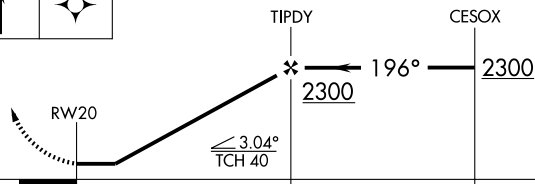
ELEV 667



MIRL Rwy 2-20 0

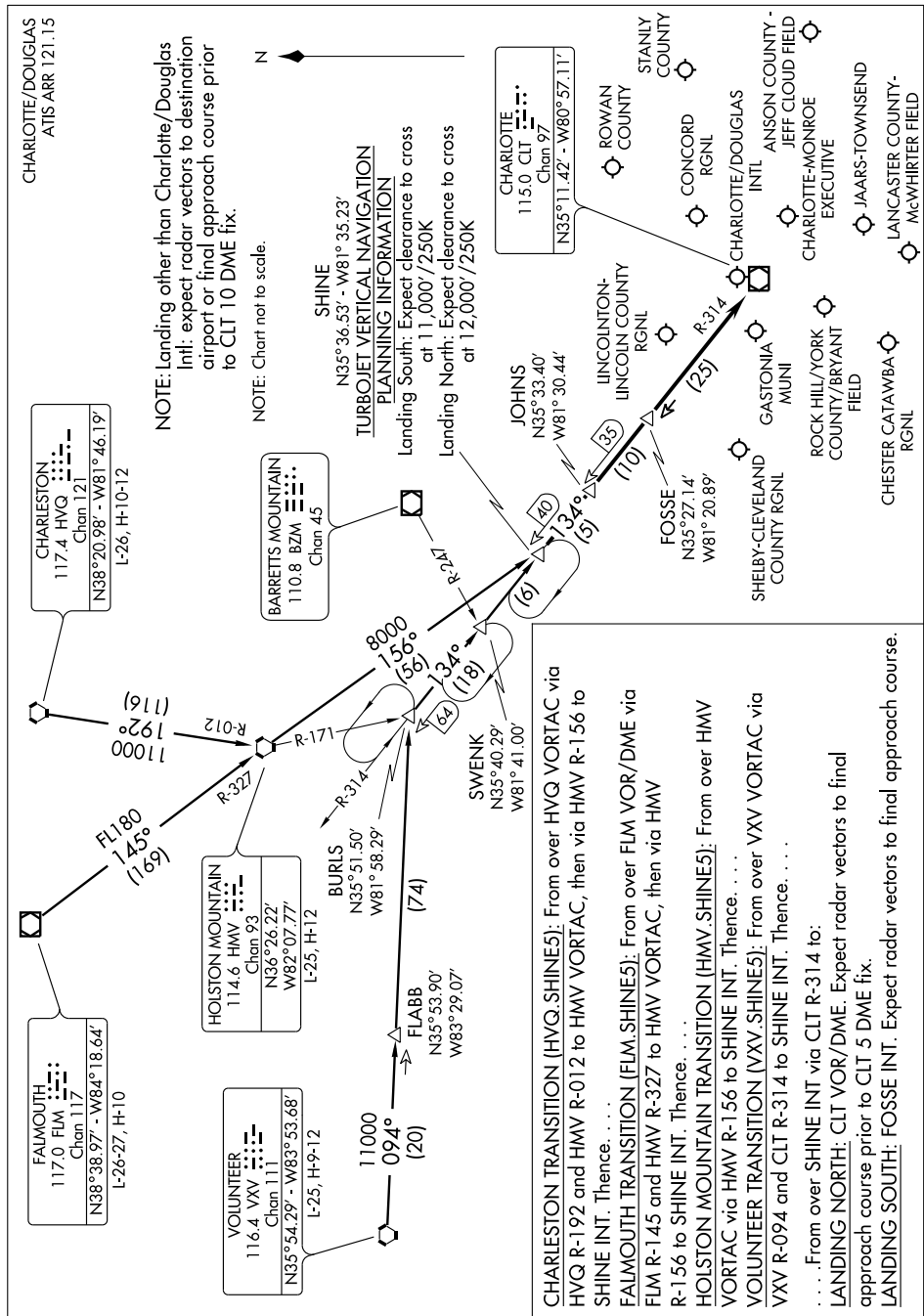


VGSI and descent angles not coincident.

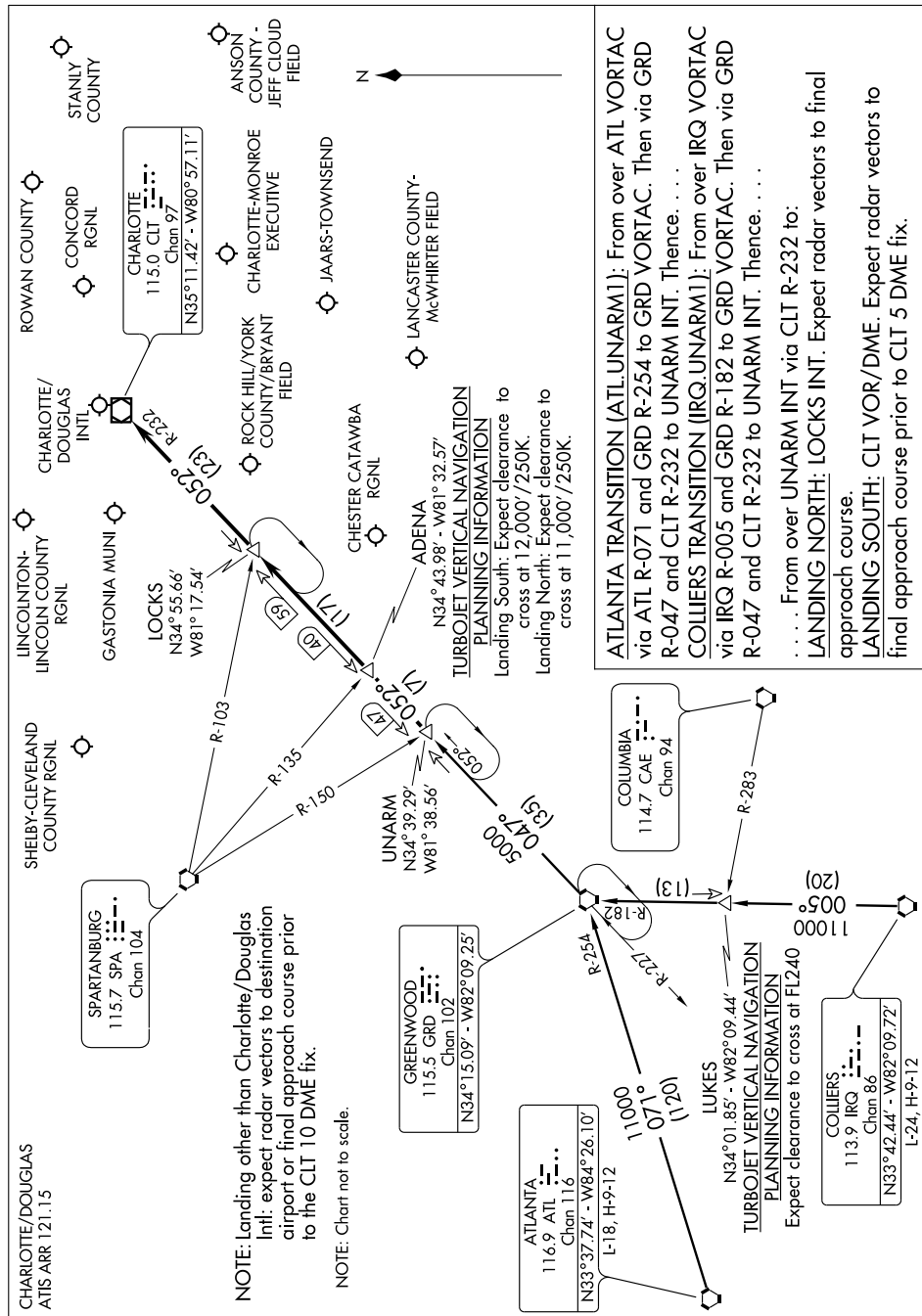


| CATEGORY | A      | B           | C                       | D                       |
|----------|--------|-------------|-------------------------|-------------------------|
| LNAV MDA | 1180-1 | 518 (600-1) | 1180-1½<br>518 (600-1½) | 1180-1¾<br>518 (600-1¾) |
| CIRCLING | 1180-1 | 513 (600-1) | 1200-1½<br>533 (600-1½) | 1220-2<br>553 (600-2)   |

## SHINE FIVE ARRIVAL



SE-2, 23 SEP 2010 to 21 OCT 2010



SE-2, 23 SEP 2010 to 21 OCT 2010

**ST GEORGE** (6J2) 3 E UTC-5(-4DT) N33°11.73' W80°30.51'

85 B NOTAM FILE AND

RWY 05-23: H3201X60 (ASPH) S-21, D-30 LIRL

RWY 05: Tree. RWY 23: Tree.

**AIRPORT REMARKS:** Unattended. Parachute Jumping. Arpt bcn OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® **CHARLESTON APP/DEP CON** 120.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

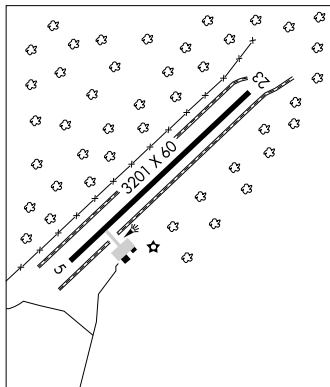
**VANCE (L) VORTAC** 110.4 VAN Chan 41 N33°28.49'

W80°26.92' 196° 17 NM to fld. 140/06W.

**CHARLOTTE**

**L-24I**

**IAP**



**SALUDA CO** (6J4) 4 S UTC-5(-4DT) N33°55.61' W81°47.68'

555 B S4 NOTAM FILE AND

RWY 01-19: H3189X60 (ASPH) S-11.3 MIRL

RWY 01: Tree.

RWY 19: PAPI(P2L)—GA 4.15° TCH 52'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z†, Sat

1300-1700Z†. 30' drop off N end of Rwy 01. Rwy 01-19 MIRL

OTS indef. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 19—CTAF.

**COMMUNICATIONS:** CTAF 122.9

® **AUGUSTA APP/DEP CON** 126.8 119.15

**COLUMBIA APP/DEN CON** 124.15

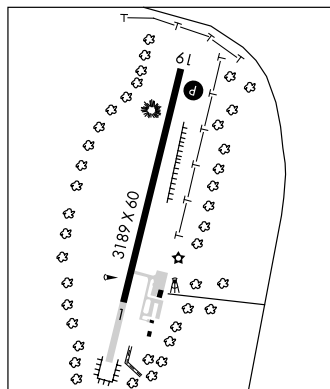
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GRD.

**GREENWOOD (H) VORTAC** 115.5 GRD Chan 102 N34°15.09'

W82°09.25' 138° 26.5 NM to fld. 630/01W.

**CHARLOTTE**

**L-24I**



**SANTEE COOPER RGNL** (See MANNING)

APP CRS  
**015°**

Rwy Idg **3189**  
TDZE **539**  
Apt Elev **539**

**RNAV (GPS) RWY 1**  
SALUDA COUNTY (6J4)

▼  
▲ NA

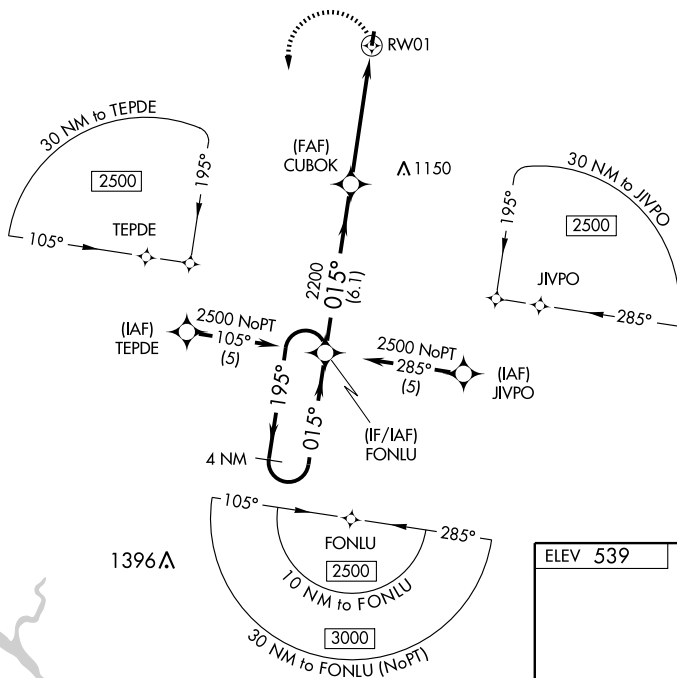
DME/DME RNP-0.3 NA. Procedure NA at night.  
Visibility reduction by helicopters NA. Use Aiken  
altimeter setting; when not received, use Augusta Rgnl  
at Bush Field altimeter setting and increase all MDA  
100 feet, LNAV and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing left  
turn to 2500 direct FONLU and hold.

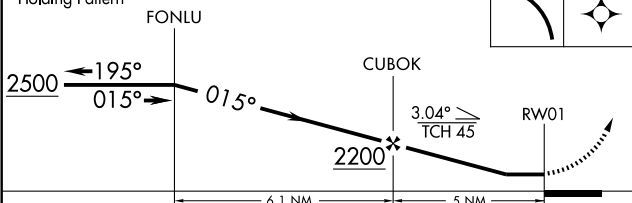
AIKEN AWOS-3  
**118.025**

AUGUSTA APP CON ★  
**119.15**

**122.9 (CTAF) 0**

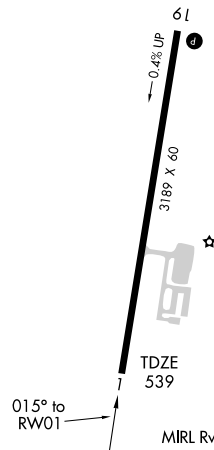


4 NM  
Holding Pattern



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| LNAV MDA | 1160-1 | 621 (700-1) | 1160-1¾<br>621 (700-1¾) | NA |
| CIRCLING | 1160-1 | 621 (700-1) | 1160-1¾<br>621 (700-1¾) | NA |

ELEV 539



APP CRS **195°**  
Rwy ldg **3189**  
TDZE **539**  
Apt Elev **539**

# RNAV (GPS) RWY 19

SALUDA COUNTY (6J4)

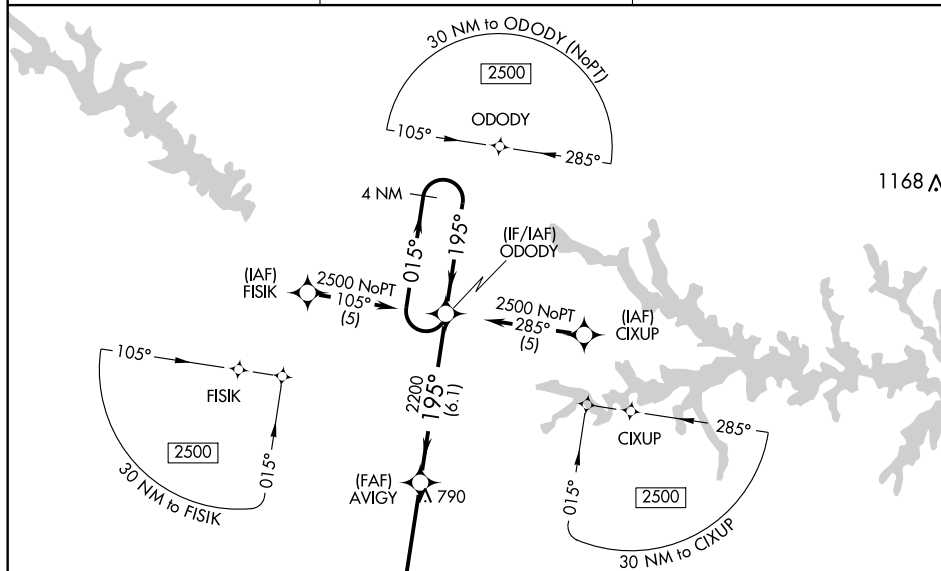
**▽** DME/DME RNP-0.3 NA. Procedure NA at night.  
**▲** NA Visibility reduction by helicopters NA. Use Aiken altimeter setting; when not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 100 feet, LNAV and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 2500  
direct FONLU and hold.

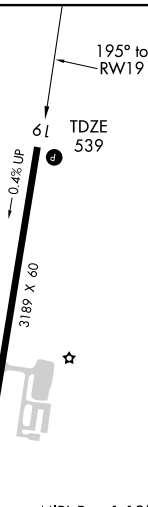
AIKEN AWOS-3  
**118.025**

AUGUSTA APP CON ★  
**119.15**

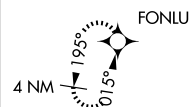
**122.9 (CTAF) ①**



ELEV 539



MISSED APCH FIX



|           |        |             |                         |  |   |                         |    |
|-----------|--------|-------------|-------------------------|--|---|-------------------------|----|
| 2500<br>↑ |        | FONLU<br>   |                         | VGS1 and descent angles<br>not coincident. |   | 4 NM<br>Holding Pattern |    |
|           |        | RW19        |                         | AVIGY<br>2200<br>3.03°<br>TCH 52           |   | ODODY                   |    |
| 5.1 NM    |        | 6.1 NM      |                         |  |   |                         |    |
| CATEGORY  | A      |             | B                       |  | C |                         | D  |
| LNAV MDA  | 1060-1 | 521 (600-1) | 1060-1½<br>521 (600-1½) |  |   |                         | NA |
| CIRCLING  | 1060-1 | 521 (600-1) | 1160-1¾<br>621 (700-1¾) |  |   |                         | NA |

**SPARTANBURG DOWNTOWN MEML** (SPA) 3 SW UTC-5(-4DT) N34°54.94' W81°57.39'

CHARLOTTE

803 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE SPA

H-98, 126, L-24J, 25C

RWY 05-23: H5202X100 (ASPH) S-30, D-45 HIRL

IAP

RWY 05: MALSR. VASI(V4L)—GA 3.0°TCH 59'. Tree.

RWY 23: VASI(V4L)—GA 3.0°TCH 57'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1200-0100Z†, Sat-Sun

1300-0100Z†. For fuel after hrs call 864-574-8552. TPA—1603(800) for piston acft and 2103(1300) for turboprop acft with small jets. ACTIVATE Rotating Beacon—CTAF. ACTIVATE HIRL Rwy 05-23 and MALSR Rwy 05—CTAF.

WEATHER DATA SOURCES: AWOS-3 133.925 (864) 587-2529.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.1R 115.7T (ANDERSON RADIO)

R GREER APP/DEP CON 119.4 (1100-0445Z†) CLNC DEL 120.55

ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

AIRSPACE: CLASS E svc 1100-2300Z† other times CLASS G.

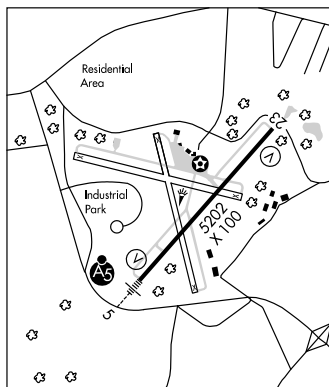
RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

(H) VORTAC 115.7 SPA Chan 104 N35°02.02' W81°55.62' 194° 7.2 NM to fld. 910/02W.

VORTAC unusable: 351°-099° below 15,000'.

FAIRMONT NDB (HW) 248 FRT N34°54.14' W81°59.09' 065° 1.6 NM to fld.

ILS 109.1 I-SPA Rwy 05. LOC and outer marker unmonitored.

**STUCKEY** N33°43.71' W79°31.50' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 236 HEK at Hemingway-Stuckey. OTS indef.

L-24J, 36E

**SUMMERVILLE** (DYB) 5 NW UTC-5(-4DT) N33°03.81' W80°16.76'

CHARLOTTE

56 B S4 FUEL 100LL, JET A NOTAM FILE AND

L-24J

RWY 06-24: H3700X75 (ASPH) S-12.5, D-30 MIRL

IAP

RWY 06: PAPI(P2L)—GA 3.3° TCH 28'. Thld dsplcd 250'. Rgt tfc.

RWY 24: PAPI(P2L)—GA 3.3° TCH 28'.

AIRPORT REMARKS: Attended 1300-0000Z†. For FBO call 843-851-0970. Banner towing 1500/blo intermittently daily; south side Rwy 06-24. Rwy 06 PAPI OTS indef. MIRL Rwy 06-24 opr dusk-0300Z†; after 0300Z† ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.575 (843) 821-8403.

COMMUNICATIONS: CTAF/UNICOM 123.0

R CHARLESTON APP/DEP CON 120.7

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 315° 15.9 NM to fld. 39/05W. HIWAS.

DORCHESTER NDB (MHW) 365 DYB N33°03.68' W80°16.64' at fld. NOTAM FILE AND.

**SUMTER** (SMS) 4 N UTC-5(-4DT) N33°59.70' W80°21.68'

CHARLOTTE

182 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-98, 126, L-24J

RWY 05-23: H5501X100 (ASPH) S-26, D-55 MIRL

IAP

RWY 05: REIL. PAPI(P2L)—GA 3.0°TCH 26'. Tree. Rgt tfc.

RWY 23: ODALS. REIL. PAPI(P2L)—GA 3.0°TCH 26'. Tree.

RWY 14-32: 3181X120 (TURF)

RWY 14: Tree. RWY 32: Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1300-2300Z†. For fuel after 0100Z† call 803-983-6577. Wildlife on and in/ovf arpt with increased activity dusk and dawn. After 0100Z† ACTIVATE MIRL Rwy 05-23, REILS Rwy 05 and Rwy 23 —CTAF. PAPI Rwy 05 and Rwy 23 continuous operations.

WEATHER DATA SOURCES: AWOS-3 118.075 (803) 469-6750.

COMMUNICATIONS: CTAF/UNICOM 122.7

R SHAW APP/DEP CON 125.4 (1200-0430Z†)

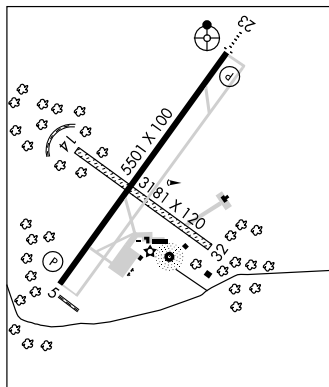
JAX CENTER APP/DEP CON 124.7 (0430-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

VANCE (L) VORTAC 110.4 VAN Chan 41 N33°28.49' W80°26.92' 014° 31.5 NM to fld. 140/06W.

NDB (MHW) 252 SMS N33°59.45' W80°21.60' at fld.

(Unmonitored SS-SR).





|                     |             |          |             |
|---------------------|-------------|----------|-------------|
| LOC I-SPA           | APP CRS     | Rwy Idg  | <b>5202</b> |
| <b><u>109.1</u></b> | <b>047°</b> | TDZE     | <b>803</b>  |
|                     |             | Apt Elev | <b>803</b>  |

ILS or LOC RWY 5

SPARTANBURG DOWNTOWN MEMORIAL (SPA)

**T** When MALS R inop, increase S-LOC 5 Cat A/B visibility to 1  
**NA** mile. Inoperative table does not apply to S-ILS 5. Visibility  
 reduction by helicopters NA. ADF OR DME REQUIRED

MALSR

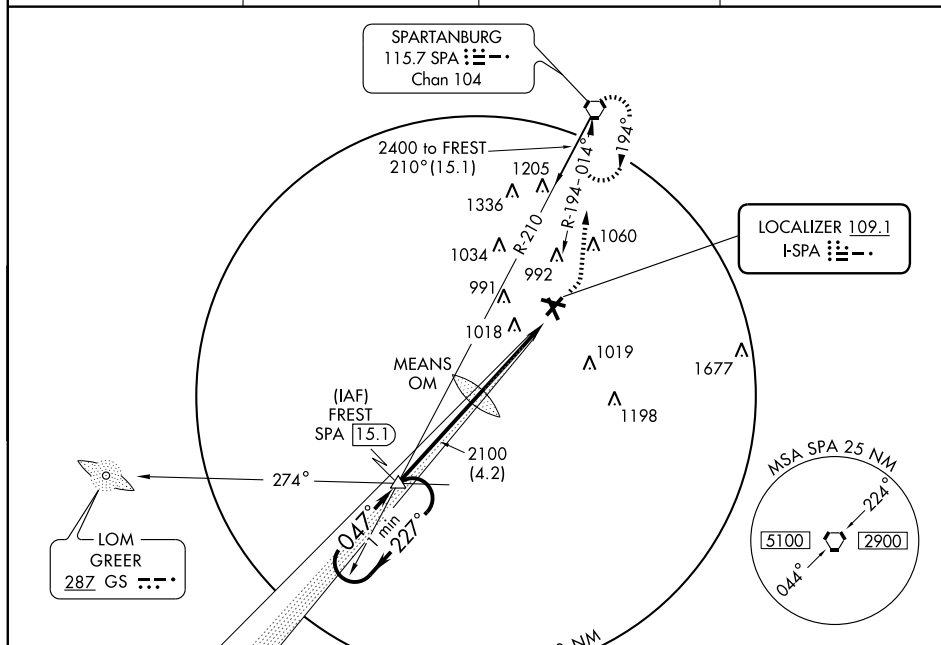
**MISSED APPROACH:** Climb to 1300, then climbing left turn to 3000 direct SPA VORTAC and hold.

AWOS-3  
**133,925**

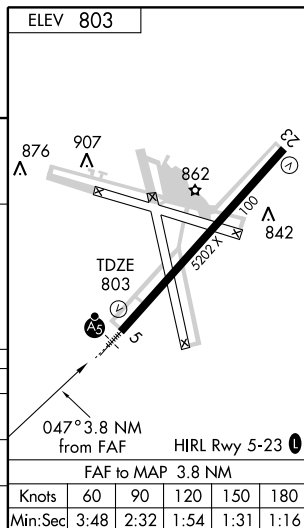
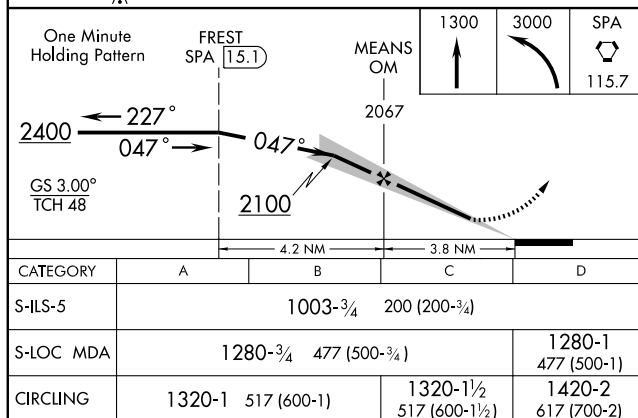
GREER APP CON ★  
119.4 350.2

CLNC DEL  
**120.55**

UNICOM  
123.0 (CTAF) **L**



SE-2. 23 SEP 2010 to 21 OCT 2010



SPARTANBURG, SOUTH CAROLINA

SPARTANBURG DOWNTOWN MEMORIAL (SPA)

Orig-A 09295


34°55'N-81°57'W

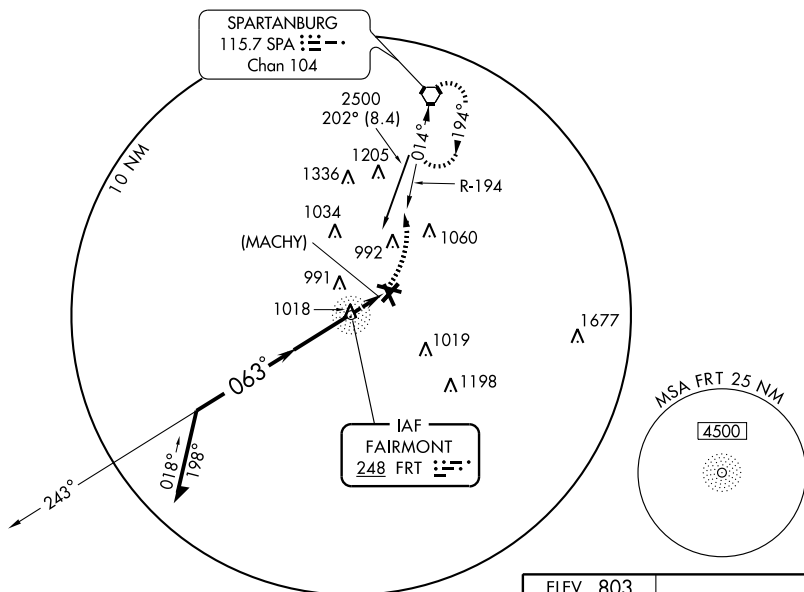
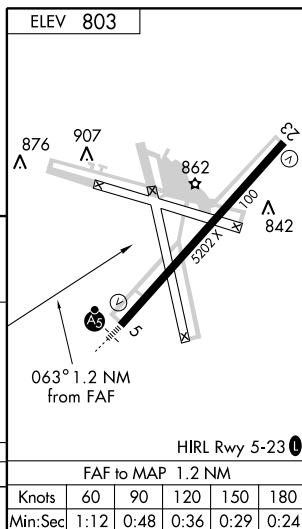
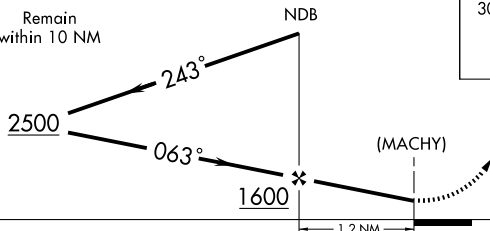
ILS or LOC RWY 5

|                       |                        |                             |                          |
|-----------------------|------------------------|-----------------------------|--------------------------|
| NDB FRT<br><b>248</b> | APP CRS<br><b>063°</b> | Rwy Idg<br>TDZE<br>Apt Elev | N/A<br>N/A<br><b>803</b> |
|-----------------------|------------------------|-----------------------------|--------------------------|

NDB or GPS-A

SPARTANBURG DOWNTOWN MEMORIAL (SPA)

|  |                                       |   |  |
|--|---------------------------------------|---|--|
| <br><b>NA</b> |                                       | MISSED APPROACH: Climb to 3000 direct SPA<br>VORTAC and hold. |  |
| AWOS-3<br><b>133.925</b>   | GREER APP CON ★<br><b>119.4 350.2</b> | CLNC DEL<br><b>120.55</b>                                     | UNICOM<br><b>123.0</b> (CTAF) <b>0</b> |

1849  
ΛRemain  
within 10 NM

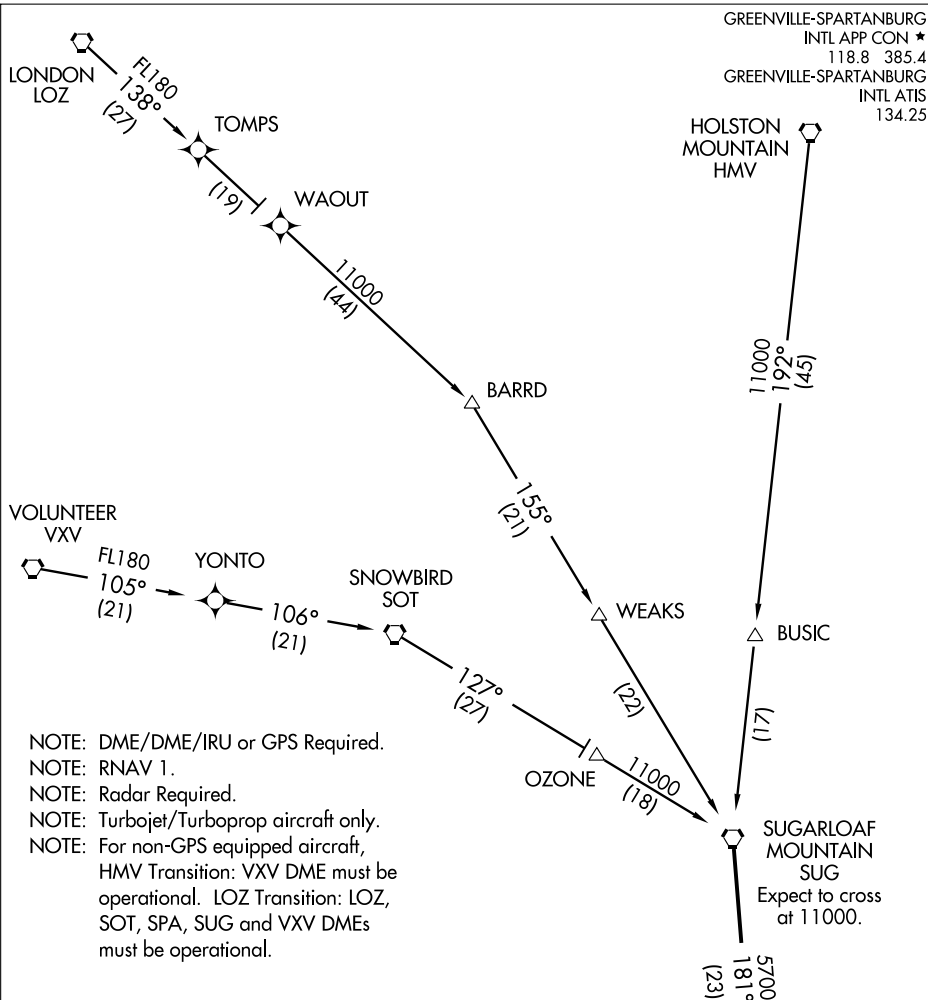
| CATEGORY | A      | B           | C                       | D                     | FAF to MAP 1.2 NM |      |      |      |      |      |
|----------|--------|-------------|-------------------------|-----------------------|-------------------|------|------|------|------|------|
| CIRCLING | 1320-1 | 517 (600-1) | 1320-1½<br>517 (600-1½) | 1420-2<br>617 (700-2) | Knots             | 60   | 90   | 120  | 150  | 180  |
|          |        |             |                         |                       | Min:Sec           | 1:12 | 0:48 | 0:36 | 0:29 | 0:24 |

(UNMAN.UNMAN1) 10210

## UNMAN ONE ARRIVAL (RNAV)

ST-179 (FAA)

GREENVILLE, SOUTH CAROLINA



## ARRIVAL ROUTE DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.UNMAN1):LONDON TRANSITION (LOZ.UNMAN1):VOLUNTEER TRANSITION (VXV.UNMAN1):

From SUG VORTAC via 181° track to UNMAN.  
Expect radar vectors.

LOST COMMUNICATIONS: Standard

## UNMAN ONE ARRIVAL (RNAV)

(UNMAN.UNMAN1) 10210

GREENVILLE, SOUTH CAROLINA

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

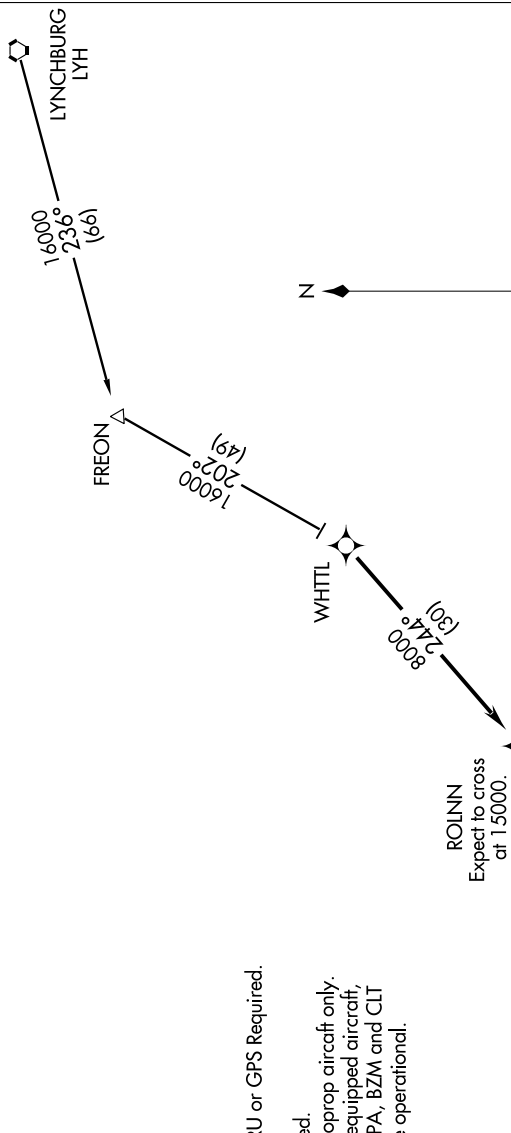
## WHITL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 23 SEP 2010 to 21 OCT 2010

GREENVILLE-SPARTANBURG  
INTL APP CON ★  
118.8 385.4  
GREENVILLE-SPARTANBURG  
INTL ATIS  
134.25

NOTE: DME/DME/IRU or GPS Required.  
NOTE: RNAV 1.  
NOTE: Radar Required.  
NOTE: Turbojet/Turboprop aircraft only.  
NOTE: For non-GPS equipped aircraft,  
RDU, GSO, SPA, BZM and CLT  
DMEs must be operational.



NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

## LYNCHBURG TRANSITION (LYH.WHTTL1):

From WHITL via 244° track to ROLNN, then via 243° track to CEMUM, then via 243° track to SPA VORTAC. Expect radar vectors.

LOST COMMUNICATIONS: Standard

GREENVILLE-SPARTANBURG  
INTL-ROGER MILLIKEN  
PICKENS COUNTY  
GREENVILLE  
DOWNTOWN  
SPARTANBURG  
DOWNTOWN  
MEMORIAL  
DONALDSON CENTER

## WHITL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 23 SEP 2010 to 21 OCT 2010

**ST GEORGE** (6J2) 3 E UTC-5(-4DT) N33°11.73' W80°30.51'

85 B NOTAM FILE AND

RWY 05-23: H3201X60 (ASPH) S-21, D-30 LIRL

RWY 05: Tree. RWY 23: Tree.

**AIRPORT REMARKS:** Unattended. Parachute Jumping. Arpt bcn OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **CHARLESTON APP/DEP CON** 120.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

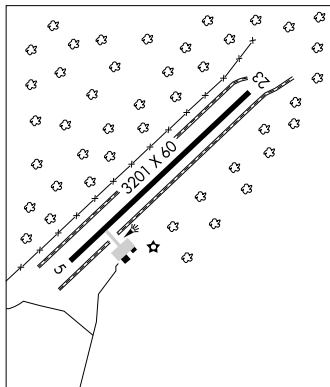
**VANCE (L) VORTAC** 110.4 VAN Chan 41 N33°28.49'

W80°26.92' 196° 17 NM to fld. 140/06W.

**CHARLOTTE**

**L-24I**

**IAP**



**SALUDA CO** (6J4) 4 S UTC-5(-4DT) N33°55.61' W81°47.68'

555 B S4 NOTAM FILE AND

RWY 01-19: H3189X60 (ASPH) S-11.3 MIRL

RWY 01: Tree.

RWY 19: PAPI(P2L)—GA 4.15° TCH 52'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z†, Sat

1300-1700Z†. 30' drop off N end of Rwy 01. Rwy 01-19 MIRL

OTS indef. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 19—CTAF.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ **AUGUSTA APP/DEP CON** 126.8 119.15

**COLUMBIA APP/DEN CON** 124.15

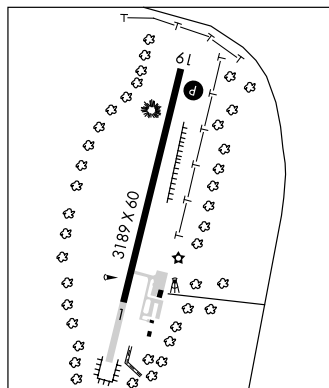
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GRD.

**GREENWOOD (H) VORTAC** 115.5 GRD Chan 102 N34°15.09'

W82°09.25' 138° 26.5 NM to fld. 630/01W.

**CHARLOTTE**

**L-24I**



**SANTEE COOPER RGNL** (See MANNING)

APP CRS **052°**  
 Rwy Idg **3201**  
 TDZE **84**  
 Apt Elev **85**

# RNAV (GPS) RWY 5

ST. GEORGE (6J2)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Summerville altimeter setting; when not received, use Charleston altimeter setting and increase all MDAs 40 feet, increase LNAV/Circling Cat C and D visibilities ¼ mile.

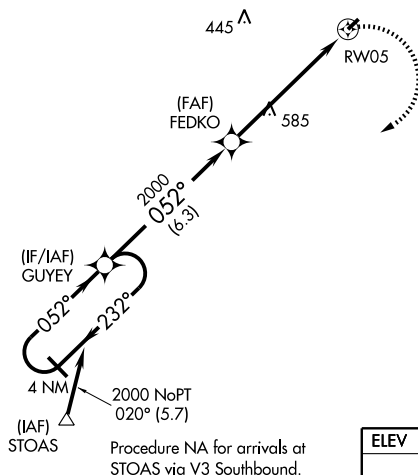
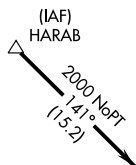
**▲ NA**

MISSED APPROACH: Climbing right turn to 2000 direct GUYEY and hold.

CHARLESTON APP CON  
**120.7 306.925**

UNICOM  
**122.8 (CTAF)**

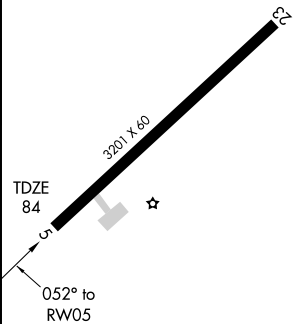
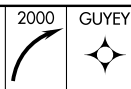
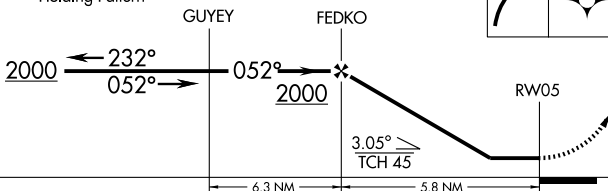
Procedure NA for arrivals at HARAB via V18 Northwest bound.



Procedure NA for arrivals at STOAS via V3 Southbound.

ELEV **85**

4 NM Holding Pattern



| CATEGORY | A                    | B                      | C                      | D                      |
|----------|----------------------|------------------------|------------------------|------------------------|
| LNAV MDA | 940-1<br>856 (900-1) | 940-1½<br>856 (900-1½) | 940-2½<br>856 (900-2½) | 940-2¾<br>856 (900-2¾) |
| CIRCLING | 940-1<br>855 (900-1) | 940-1½<br>855 (900-1½) | 940-2½<br>855 (900-2½) | 940-2¾<br>855 (900-2¾) |

LRL Rwy 5-23

VORTAC VAN  
**110.4**  
Chan **41**

APP CR  
196°

Rwy Idg  
TDZE  
Apt Elev

N/A  
N/A  
85

VOR/DME-A  
ST. GEORGE (6J2)

**T** Visibility reduction by helicopters NA. Use Summerville  
**A** NA altimeter setting; when not received, use Charleston  
altimeter setting and increase all MDAs 40 feet.

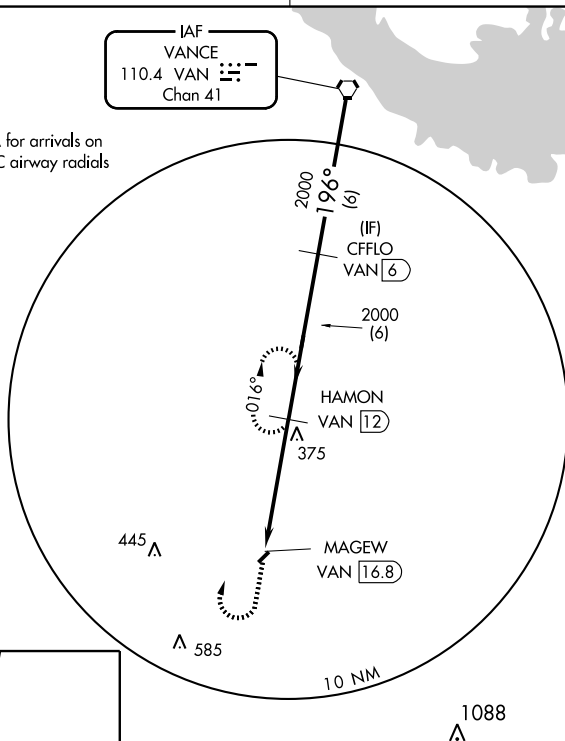
**MISSED APPROACH:** Climb to 1200 then climbing right turn to 2000 via VAN VORTAC R-196 to HAMON/12 DME and hold.

CHARLESTON APP CON  
120.7 306.925

UNICOM  
122.8 (CTAF)

Procedure NA for arrivals on  
VAN VORTAC airway radials  
209 CW 243.

IAF  
VANCE  
110.4 VAN  
Chan 41

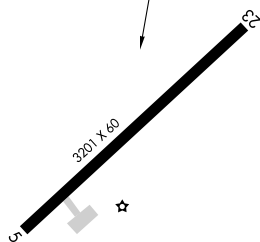


MSA VAN 25 NM

2400

ELEV 85

196° 4.8 NM  
from FAF —



LURL Rwy 5-23

|         |    |    |     |     |     |
|---------|----|----|-----|-----|-----|
| Knots   | 60 | 90 | 120 | 150 | 180 |
| Min:Sec |    |    |     |     |     |

| CATEGORY | A     | B           | C   | D                    |
|----------|-------|-------------|---|----------------------|
| CIRCLING | 700-1 | 615 (700-1) | 700-1 $\frac{3}{4}$<br>615 (700-1 $\frac{3}{4}$ ) | 700-2<br>615 (700-2) |

ST. GEORGE, SOUTH CAROLINA

Amdt 2 08101

33°12'N - 80°31'W

ST. GEORGE (6.J2)

VOR/DME-A

SE-2. 23 SEP 2010 to 21 OCT 2010

**SPARTANBURG DOWNTOWN MEML** (SPA) 3 SW UTC-5(-4DT) N34°54.94' W81°57.39'

CHARLOTTE

803 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE SPA

H-98, 126, L-24J, 25C

RWY 05-23: H5202X100 (ASPH) S-30, D-45 HIRL

IAP

RWY 05: MALSR. VASI(V4L)—GA 3.0°TCH 59'. Tree.

RWY 23: VASI(V4L)—GA 3.0°TCH 57'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1200-0100Z†, Sat-Sun 1300-0100Z†. For fuel after hrs call 864-574-8552. TPA—1603(800) for piston acft and 2103(1300) for turboprop acft with small jets. ACTIVATE Rotating Beacon—CTAF. ACTIVATE HIRL Rwy 05-23 and MALSR Rwy 05—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 133.925 (864) 587-2529.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 115.7T (ANDERSON RADIO)

Ⓡ GREER APP/DEP CON 119.4 (1100-0445Z†) CLNC DEL 120.55

ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

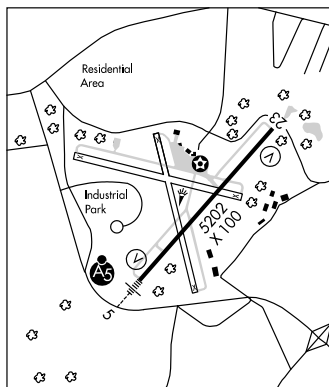
**AIRSPACE:** CLASS E svc 1100-2300Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

(H) VORTAC 115.7 SPA Chan 104 N35°02.02' W81°55.62' 194° 7.2 NM to fld. 910/02W.

VORTAC unusable: 351°-099° below 15,000'.

FAIRMONT NDB (HW) 248 FRT N34°54.14' W81°59.09' 065° 1.6 NM to fld.

ILS 109.1 I-SPA Rwy 05. LOC and outer marker unmonitored.

**STUCKEY** N33°43.71' W79°31.50' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 236 HEK at Hemingway-Stuckey. OTS indef.

L-24J, 36E

**SUMMERVILLE** (DYB) 5 NW UTC-5(-4DT) N33°03.81' W80°16.76'

CHARLOTTE

56 B S4 FUEL 100LL, JET A NOTAM FILE AND

L-24J

RWY 06-24: H3700X75 (ASPH) S-12.5, D-30 MIRL

IAP

RWY 06: PAPI(P2L)—GA 3.3° TCH 28'. Thld dsplcd 250'. Rgt tfc.

RWY 24: PAPI(P2L)—GA 3.3° TCH 28'.

**AIRPORT REMARKS:** Attended 1300-0000Z†. For FBO call 843-851-0970. Banner towing 1500/blo intermittently daily; south side Rwy 06-24. Rwy 06 PAPI OTS indef. MIRL Rwy 06-24 opr dusk-0300Z†; after 0300Z† ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.575 (843) 821-8403.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ CHARLESTON APP/DEP CON 120.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 315° 15.9 NM to fld. 39/05W. HIWAS.

DORCHESTER NDB (MHW) 365 DYB N33°03.68' W80°16.64' at fld. NOTAM FILE AND.

**SUMTER** (SMS) 4 N UTC-5(-4DT) N33°59.70' W80°21.68'

CHARLOTTE

182 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-98, 126, L-24J

RWY 05-23: H5501X100 (ASPH) S-26, D-55 MIRL

IAP

RWY 05: REIL. PAPI(P2L)—GA 3.0°TCH 26'. Tree. Rgt tfc.

RWY 23: ODALS. REIL. PAPI(P2L)—GA 3.0°TCH 26'. Tree.

RWY 14-32: 3181X120 (TURF)

RWY 14: Tree. RWY 32: Tree. Rgt tfc.

**AIRPORT REMARKS:** Attended 1300-2300Z†. For fuel after 0100Z† call 803-983-6577. Wildlife on and in/ovf arpt with increased activity dusk and dawn. After 0100Z† ACTIVATE MIRL Rwy 05-23, REILS Rwy 05 and Rwy 23 —CTAF. PAPI Rwy 05 and Rwy 23 continuous operations.

**WEATHER DATA SOURCES:** AWOS-3 118.075 (803) 469-6750.**COMMUNICATIONS:** CTAF/UNICOM 122.7

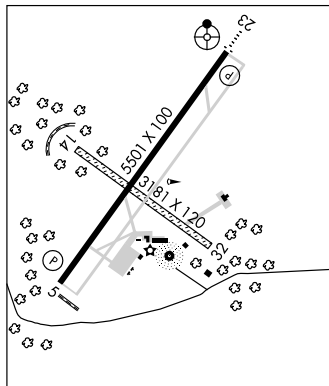
Ⓡ SHAW APP/DEP CON 125.4 (1200-0430Z†)

JAX CENTER APP/DEP CON 124.7 (0430-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

VANCE (L) VORTAC 110.4 VAN Chan 41 N33°28.49' W80°26.92' 014° 31.5 NM to fld. 140/06W.

NDB (MHW) 252 SMS N33°59.45' W80°21.60' at fld. (Unmonitored SS-SR).





|                       |                        |                             |                                       |
|-----------------------|------------------------|-----------------------------|---------------------------------------|
| NDB DYB<br><b>365</b> | APP CRS<br><b>067°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3700</b><br><b>56</b><br><b>56</b> |
|-----------------------|------------------------|-----------------------------|---------------------------------------|

# NDB RWY 6

SUMMERVILLE (DYB)

**T** When local altimeter setting not received, use Charleston altimeter setting and increase all MDA 40 feet.

**NA**

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct DYB NDB and hold.

AWOS-3  
**119.575**

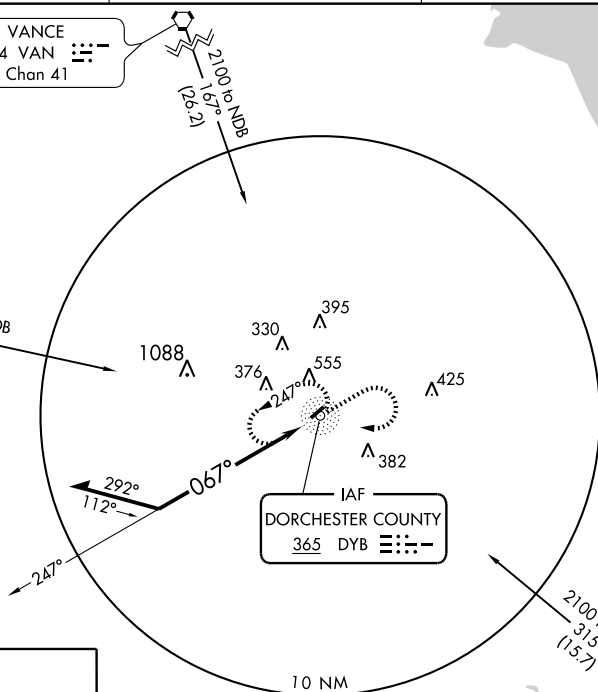
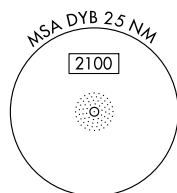
CHARLESTON APP CON  
**120.7 306.925**

UNICOM  
**123.0 (CTAF) 0**

VANCE  
110.4 VAN  
Chan 41

SACKS

2100 to NDB  
109°  
(18.1)



ELEV 56

CHARLESTON  
113.5 CHS  
Chan 82

TDZE  
56

067° to  
NDB

Remain  
within 10 NM

NDB

2100

247°

067°

1200

2100

DYB

| CATEGORY | A                    | B                      | C                      | D  |
|----------|----------------------|------------------------|------------------------|----|
| S-6      | 880-1<br>824 (900-1) | 880-1¼<br>824 (900-1¼) | 880-2½<br>824 (900-2½) | NA |
| CIRCLING | 880-1<br>824 (900-1) | 880-1¼<br>824 (900-1¼) | 880-2½<br>824 (900-2½) | NA |

MRL Rwy 6-24 0

|  |                        |                             |                                       |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS<br>CH <b>49018</b><br><b>W06A</b> | APP CRS<br><b>056°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3700</b><br><b>56</b><br><b>56</b> |
|--|------------------------|-----------------------------|---------------------------------------|

# RNAV (GPS) RWY 6

SUMMERVILLE (DYB)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston altimeter setting and increase all DA 38 feet and MDA 40 feet, increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Charleston altimeter setting.

**MISSED APPROACH:** Climb to 2600 direct PROSO and hold.

AWOS-3  
**119.575**

CHARLESTON APP CON  
**120.7 306.925**

UNICOM  
**123.0 (CTAF) 1**

Procedure NA for arrivals at SACKS via V18-311 Northwest bound.

(IAF)  
SACKS

2600 NoPT  
148°  
(14.3)

4 NM

236°

056°

1700

056°

(b)

(IF/IAF)  
INARE

(FAF)  
OMOLY

1088

376

330

395

555

155 ±

RW06

382

425

2600 to INARE

246°

(29)

HERMN

Procedure NA for arrivals at HERMN via V437 North bound.

MSA RW06 25 NM

2400

ELEV 56

4 NM Holding Pattern

INARE

VGSI and RNAV glidepath not coincident.

OMOLY

1700

1700

\*1.9 NM to RW06

\*LNAV only

6 NM

3.1 NM

1.9 NM

RW06

TDZE 56

3700 x 75

056° to RW06

MIRL Rwy 6-24 1

| CATEGORY     | A                    | B                      | C                      | D  |
|--------------|----------------------|------------------------|------------------------|----|
| LPV DA       | 256-1                | 200 (200-1)            |                        | NA |
| LNAV/VNAV DA | 582-2                | 526 (600-2)            |                        | NA |
| LNAV MDA     | 740-1                | 684 (700-1)            | 740-2<br>684 (700-2)   | NA |
| CIRCLING     | 860-1<br>804 (900-1) | 860-1¼<br>804 (900-1¼) | 860-2¼<br>804 (900-2¼) | NA |

SUMMERVILLE, SOUTH CAROLINA

Orig 29JUL10

33°04'N-80°17'W

SUMMERVILLE (DYB)

# RNAV (GPS) RWY 6

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3700</b> |
| <b>236°</b> | TDZE     | <b>56</b>   |
|             | Apt Elev | <b>56</b>   |

# RNAV (GPS) RWY 24

SUMMERVILLE (DYB)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston altimeter setting and increase all MDA 40 feet, increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2600 direct PROSO and hold.

AWOS-3  
**119.575**

CHARLESTON APP CON  
**120.7 306.925**

UNICOM  
**123.0 (CTAF) ①**

Procedure NA for arrivals at SACKS via V18-311 West bound.

SACKS → 2600 to PROSO  
089° (26.4)

1088  $\Delta$

330  $\Delta$   
376  $\Delta$

395  $\Delta$   
555  $\Delta$

(FAF) UTUYO

272  $\Delta$

425  $\Delta$

(MAP) JERAK

382  $\Delta$

4 NM

056°

236°

2600 NoPT

277° (7.7)

(IAF) HERMN

ELEV 56

TDZE 56

3700 x 75

2600 PROSO

VGSI and descent angles not coincident.

4 NM Holding Pattern

1.3 NM to RW24

UTUYO

PROSO

056°

2600

JERAK

1700

236°

3.04°

TCH 30

0.5

0.8

3.7 NM

6 NM

CATEGORY

A

B

C

D

LNAV MDA

540-1

484 (500-1)

540-1¼

484 (500-1¼)

NA

CIRCLING

860-1

804 (900-1)

860-1¼

804 (900-1¼)

860-2¼

804 (900-2¼)

NA

MIRL Rwy 6-24 ①

SUMMERVILLE, SOUTH CAROLINA

Orig-A 23SEP10

33°04'N-80°17'W

SUMMERVILLE (DYB)

# RNAV (GPS) RWY 24

SE-2, 23 SEP 2010 to 21 OCT 2010

**SPARTANBURG DOWNTOWN MEML** (SPA) 3 SW UTC-5(-4DT) N34°54.94' W81°57.39'

CHARLOTTE

803 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE SPA

H-98, 126, L-24J, 25C

RWY 05-23: H5202X100 (ASPH) S-30, D-45 HIRL

IAP

RWY 05: MALSR. VASI(V4L)—GA 3.0°TCH 59'. Tree.

RWY 23: VASI(V4L)—GA 3.0°TCH 57'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1200-0100Z†, Sat-Sun 1300-0100Z†. For fuel after hrs call 864-574-8552. TPA—1603(800) for piston acft and 2103(1300) for turboprop acft with small jets. ACTIVATE Rotating Beacon—CTAF. ACTIVATE HIRL Rwy 05-23 and MALSR Rwy 05—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 133.925 (864) 587-2529.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 115.7T (ANDERSON RADIO)

Ⓡ GREER APP/DEP CON 119.4 (1100-0445Z†) CLNC DEL 120.55

ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

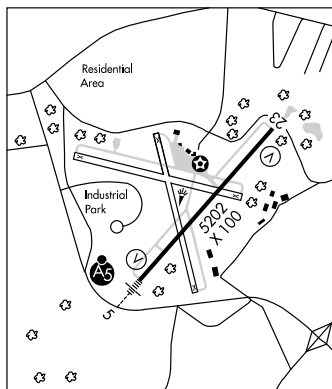
**AIRSPACE:** CLASS E svc 1100-2300Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

(H) VORTAC 115.7 SPA Chan 104 N35°02.02' W81°55.62' 194° 7.2 NM to fld. 910/02W.

VORTAC unusable: 351°-099° below 15,000'.

FAIRMONT NDB (HW) 248 FRT N34°54.14' W81°59.09' 065° 1.6 NM to fld.

ILS 109.1 I-SPA Rwy 05. LOC and outer marker unmonitored.

**STUCKEY** N33°43.71' W79°31.50' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 236 HEK at Hemingway-Stuckey. OTS indef.

L-24J, 36E

**SUMMERVILLE** (DYB) 5 NW UTC-5(-4DT) N33°03.81' W80°16.76'

CHARLOTTE

56 B S4 FUEL 100LL, JET A NOTAM FILE AND

L-24J

RWY 06-24: H3700X75 (ASPH) S-12.5, D-30 MIRL

IAP

RWY 06: PAPI(P2L)—GA 3.3° TCH 28'. Thld dsplcd 250'. Rgt tfc.

RWY 24: PAPI(P2L)—GA 3.3° TCH 28'.

**AIRPORT REMARKS:** Attended 1300-0000Z†. For FBO call 843-851-0970. Banner towing 1500/blo intermittently daily; south side Rwy 06-24. Rwy 06 PAPI OTS indef. MIRL Rwy 06-24 opr dusk-0300Z†; after 0300Z† ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.575 (843) 821-8403.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ CHARLESTON APP/DEP CON 120.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 315° 15.9 NM to fld. 39/05W. HIWAS.

DORCHESTER NDB (MHW) 365 DYB N33°03.68' W80°16.64' at fld. NOTAM FILE AND.

**SUMTER** (SMS) 4 N UTC-5(-4DT) N33°59.70' W80°21.68'

CHARLOTTE

182 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-98, 126, L-24J

RWY 05-23: H5501X100 (ASPH) S-26, D-55 MIRL

IAP

RWY 05: REIL. PAPI(P2L)—GA 3.0°TCH 26'. Tree. Rgt tfc.

RWY 23: ODALS. REIL. PAPI(P2L)—GA 3.0°TCH 26'. Tree.

RWY 14-32: 3181X120 (TURF)

RWY 14: Tree. RWY 32: Tree. Rgt tfc.

**AIRPORT REMARKS:** Attended 1300-2300Z†. For fuel after 0100Z† call 803-983-6577. Wildlife on and in/ovf arpt with increased activity dusk and dawn. After 0100Z† ACTIVATE MIRL Rwy 05-23, REILS Rwy 05 and Rwy 23 —CTAF. PAPI Rwy 05 and Rwy 23 continuous operations.

**WEATHER DATA SOURCES:** AWOS-3 118.075 (803) 469-6750.**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ SHAW APP/DEP CON 125.4 (1200-0430Z†)

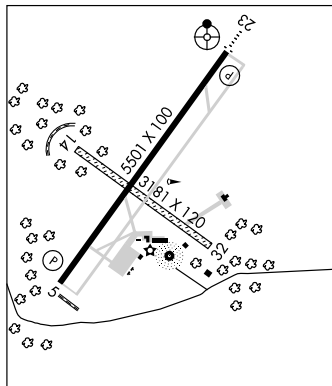
JAX CENTER APP/DEP CON 124.7 (0430-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

VANCE (L) VORTAC 110.4 VAN Chan 41 N33°28.49' W80°26.92' 014° 31.5 NM to fld. 140/06W.

NDB (MHW) 252 SMS N33°59.45' W80°21.60' at fld.

(Unmonitored SS-SR).



|                       |                        |                             |   |
|-----------------------|------------------------|-----------------------------|---|
| NDB SMS<br><b>252</b> | APP CRS<br><b>217°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5501</b><br><b>182</b><br><b>182</b> |
|-----------------------|------------------------|-----------------------------|---|

**NDB RWY 23**  
SUMTER (SMS)

**▼**  
**▲ NA** Inoperative table does not apply to S-23 Cat C. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all MDA 80 feet.

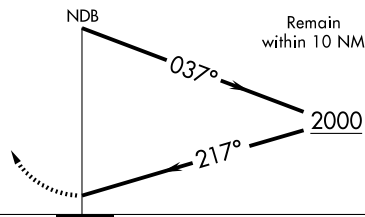
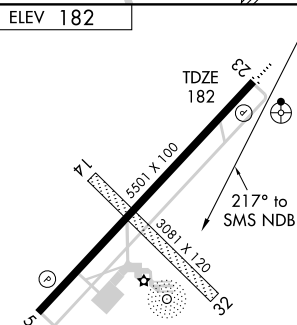
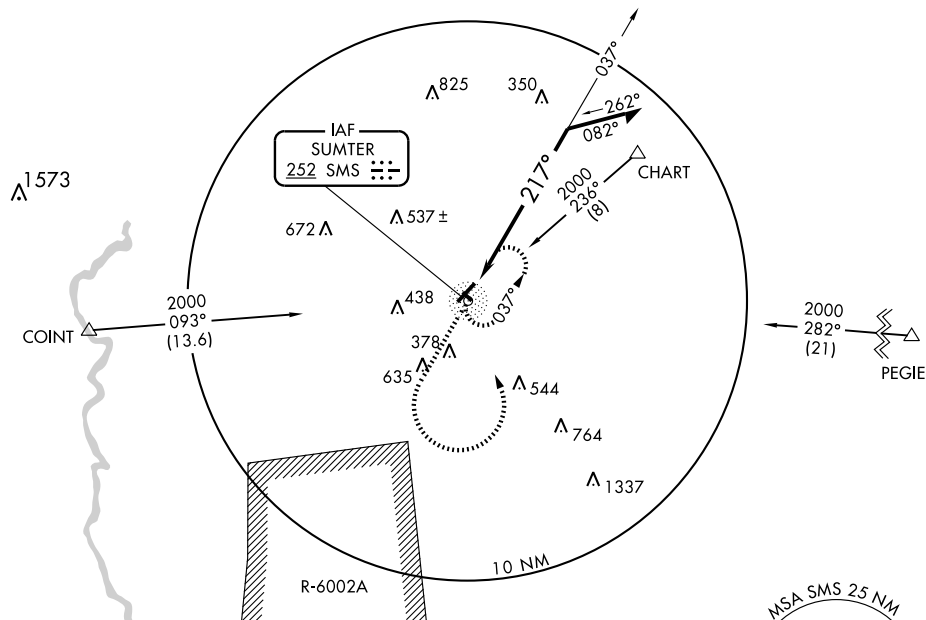
ODALS

MISSED APPROACH: Climb to 2000 then climbing left turn direct SMS NDB and hold.

AWOS-3  
**118.075**

SHAW APP CON ★  
**125.4**

UNICOM  
**122.7 (CTAF) 0**



| CATEGORY | A       | B             | C                            | D                            |
|----------|---------|---------------|------------------------------|------------------------------|
| S-23     | 700-3/4 | 518 (600-3/4) | 700-1 1/2<br>518 (600-1 1/2) | 700-1 3/4<br>518 (600-1 3/4) |
| CIRCLING | 700-1   | 518 (600-1)   | 700-1 1/2<br>518 (600-1 1/2) | 760-2<br>578 (600-2)         |

MIRL Rwy 5-23 0  
REIL Rwy 5 and 23 0

SUMTER, SOUTH CAROLINA

Amdt 3 22OCT09

34°00'N-80°22'W

SUMTER (SMS)  
**NDB RWY 23**

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>61215</b><br><b>W05A</b> | APP CRS<br><b>050°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5501</b><br><b>181</b><br><b>182</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 5

SUMTER (SMS)

**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D, and Circling Cats C/D visibilities ¼ mile. VDP and Baro/VNAV NA when using Camden altimeter setting.

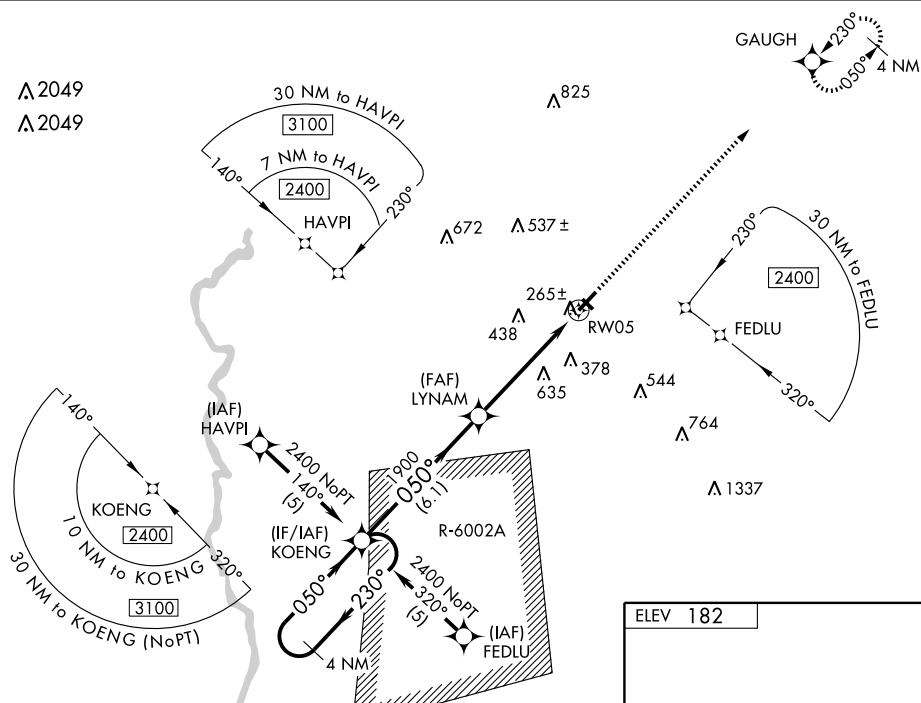
MISSED APPROACH: Climb to 2400 direct GAUGH and hold.

AWOS-3  
**118.075**

SHAW APP CON \*  
**125.4**

UNICOM  
**122.7 (CTAF) 0**

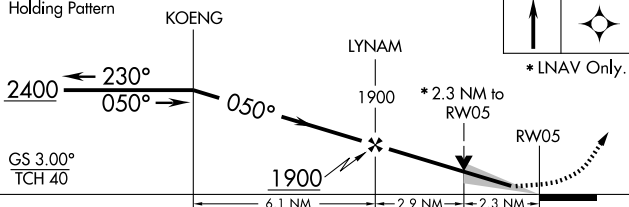
△ 2049  
△ 2049



4 NM  
Holding Pattern

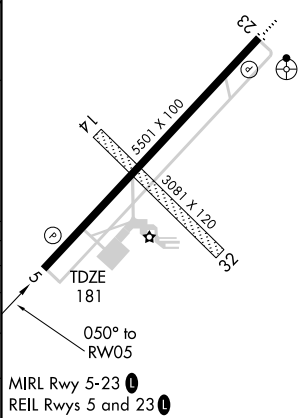
VGSI and RNAV glidepath not coincident.

2400 GAUGH



| CATEGORY     | A                    | B                      | C                      | D                      |
|--------------|----------------------|------------------------|------------------------|------------------------|
| LPV DA       | 381-¾ 200 (200-¾)    |                        |                        |                        |
| LNAV/VNAV DA | 535-1¼ 354 (400-1¼)  |                        |                        |                        |
| LNAV MDA     | 940-1<br>759 (800-1) | 940-1¼<br>759 (800-1¼) | 940-2¼<br>759 (800-2¼) | 940-2½<br>759 (800-2½) |
| CIRCLING     | 940-1<br>758 (800-1) | 940-1¼<br>758 (800-1¼) | 940-2¼<br>758 (800-2¼) | 940-2½<br>758 (800-2½) |

ELEV 182



|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>5501</b> |
| <b>230°</b> | TDZE     | <b>182</b>  |
|             | Apt Elev | <b>182</b>  |

# RNAV (GPS) Y RWY 23

SUMTER (SMS)

**▼** Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.  
**▲** Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all MDA 80 feet and LNAV Cat D visibility ¼ mile. VDP NA when using Camden altimeter setting.

ODALS

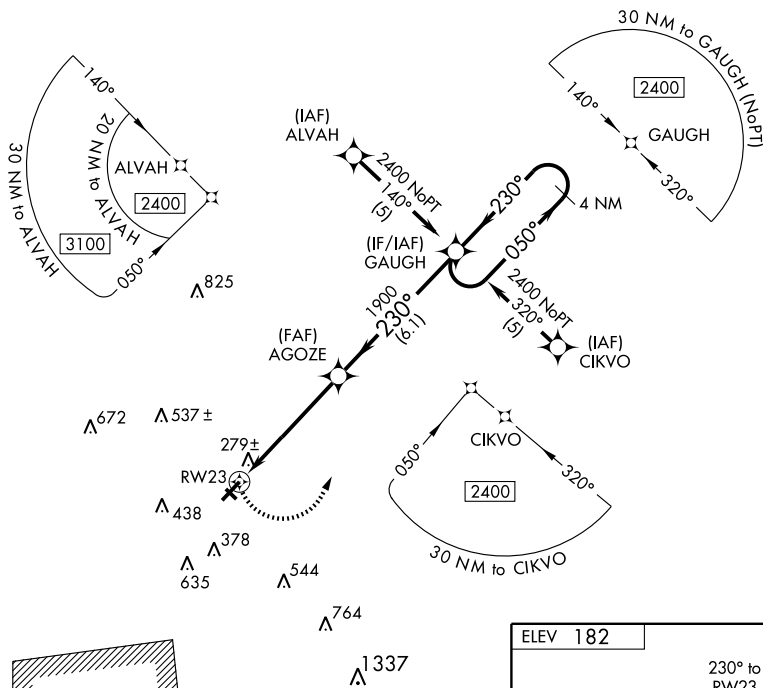


**MISSED APPROACH:** Climbing left turn to 2400 direct GAUGH and hold.

AWOS-3  
**118.075**

SHAW APP CON ★  
**125.4**

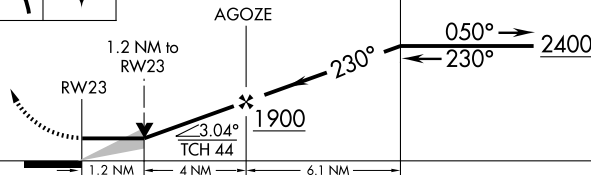
UNICOM  
**122.7 (CTAF) 0**



R-6002A

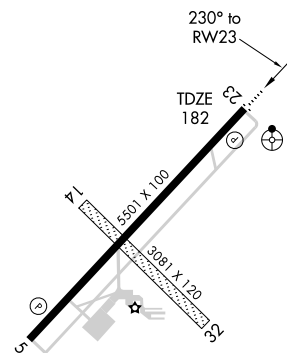
2400 GAUGH

GAUGH 4 NM Holding Pattern



| CATEGORY | A                     | B | C                         | D                 |
|----------|-----------------------|---|---------------------------|-------------------|
| LNAV MDA | 600-3/4 418 (500-3/4) |   | 600-1 1/4 418 (500-1 1/4) |                   |
| CIRCLING | 640-1 458 (500-1)     |   | 640-1 1/2 458 (500-1 1/2) | 760-2 578 (600-2) |

ELEV 182



MIRL Rwy 5-23 0  
REIL Rwy 5 and 23 0

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>65915</b><br><b>W23A</b> | APP CRS<br><b>230°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5501</b><br><b>182</b><br><b>182</b> |
|--|------------------------|-----------------------------|---|

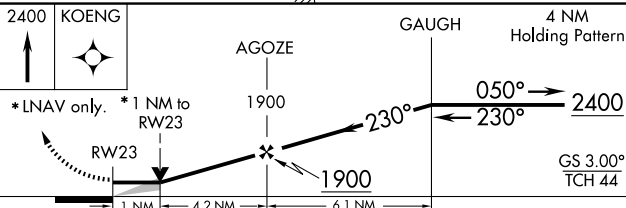
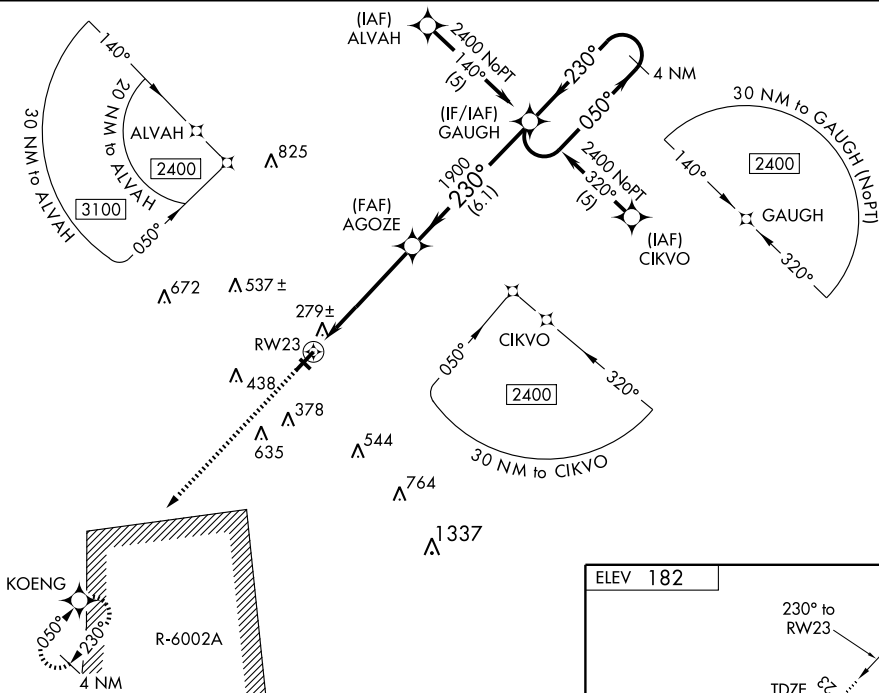
## RNAV (GPS) Z RWY 23

SUMTER (SMS)

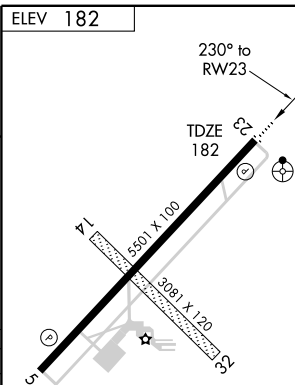
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. Inoperative table does not apply to LNAV/VNAV. When local altimeter setting not received, use Camden altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibilities ½ mile. Inoperative table does not apply to LNAV Cat C when using Camden altimeter setting. VDP and Baro/VNAV NA when using Camden altimeter setting.

ODALS  
⬆

MISSED APPROACH: Climb to 2400 direct KOENG and hold.

AWOS-3  
**118.075**SHAW APP CON ★  
**125.4**UNICOM  
**122.7 (CTAF) 0**

| CATEGORY     | A                   | B | C                   | D |
|--------------|---------------------|---|---------------------|---|
| LPV DA       | 382-¾ 200 (200-¾)   |   |                     |   |
| LNAV/VNAV DA | 576-1½ 394 (400-1½) |   |                     |   |
| LNAV MDA     | 540-¾ 358 (400-¾)   |   | 540-1¼ 358 (400-1¼) |   |
| CIRCLING     | 640-1 458 (500-1)   |   | 640-1½ 458 (500-1½) |   |
|              |                     |   | 760-2 578 (600-2)   |   |

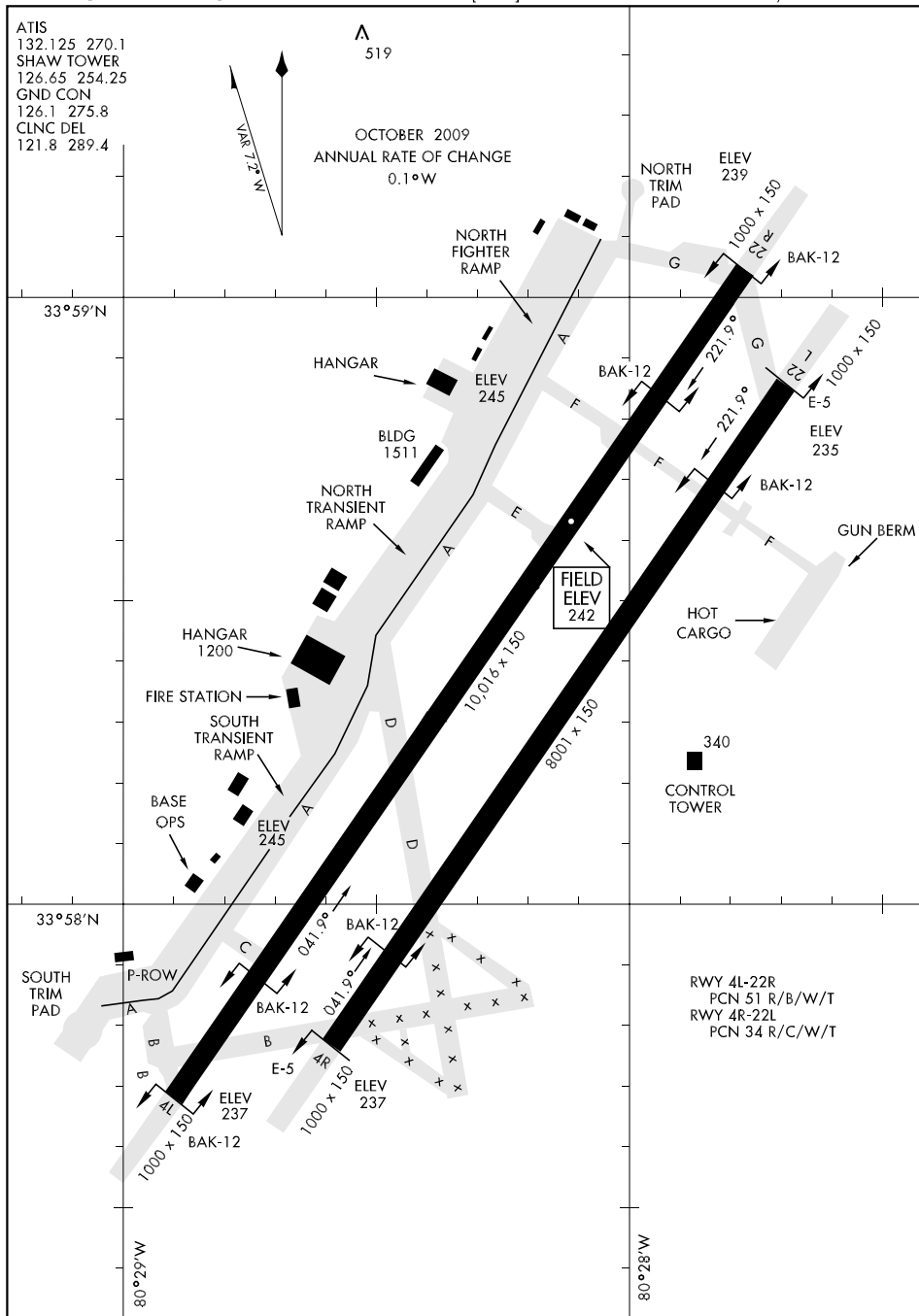
MIRL Rwy 5-23 0  
REIL Rwy 5 and 23 0



## AIRPORT DIAGRAM

AFD-409 [USAF]

SUMTER, SOUTH CAROLINA



# AIRPORT DIAGRAM

SUMTER, SOUTH CAROLINA

SHAW AFB (KSSC)

**SHAW AFB** (SSC)(KSSC) AF 6 NW UTC-5(-4DT) N33°58.36' W80°28.23'

**CHARLOTTE**

241 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE AND Not insp.

**H-9B, 12G, L-24I**

**RWY 04L-22R:** H10016X150 (CONC) PCN 51 R/B/W/T HIRL

**DIAP, AD**

**RWY 04L:** ALSF1. PAPI(P4L).

**RWY 22R:** ALSF1. PAPI(P4L).

**RWY 04R-22L:** H8001X150 (CONC)

PCN 34 R/C/W/T HIRL

**RWY 04R:** SALSF. PAPI(P4L).

**RWY 22L:** ALSF1. PAPI(P4L).

#### **ARRESTING GEAR/SYSTEM**

**RWY 04L** ← HOOK BAK-12B(B) (45' OVRN) HOOK BAK-12B(B) (1457')

HOOK BAK-12B(B) (1447') HOOK BAK-12B(B) (45' OVRN) → **RWY 22R**

**RWY 04R** ← HOOK E5 (75' OVRN) HOOK BAK-12B(B) (1203')

HOOK BAK-12B(B) (1202') HOOK E5 (74' OVRN) → **RWY 22L**

**MILITARY SERVICE:** **LGT** All rwy thld lgt gated. **A-GEAR** Normal BAK-12 configuration: Rwy 04R-22L: apch down, dep up. Rwy 04L-22R: Rwy 22R dep up at all times, when Rwy 22R is active, both dep and apch up. Call twr for other configurations, BAK-12B apch end avbl 20 min prior notice. **JASU** 2(M32A-60) 2(A/M32A-86) **FUEL** J8, J8+100. **FLUID** SOAP SP PRESAIR LPOX LOX. LOX-24 hours prior notification required. **OIL** O-128-133-148 **TRANS ALERT** No fleet service avbl. Expect 2-3 hr svc/refuel delays weekends, holidays and peak periods; ltd maintenance. Concurrent refueling not avbl. No de-ice svc avbl. Tran acft will retain drag chutes to park. Tran Alert svc avbl Mon-Fri 1230-0030Z†, Sat-Sun 1500-2000Z†; not avbl holidays. Tran alert after hrs support is not authorized unless supporting higher HQ directed missions.

**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Remark. **RSTD** All civilian acft rqr 20 FW approval (C803-895-2356) and an approved civil acft ldg permit prior to executing practice apch. Taxilane A, South of Twy B closed to all acft except 20 FW mission approved acft. ACC quiet hr in effect 0330-1100Z†. PPR, 24 hr prior notice rqr, etc Base OPS. Tran acft contact Base OPS PTD prior to arrival to confirm svc rqr. DSN 965-2356, C803-895-2357, fax 2360. Issued PPR valid 1 hr +/- ETA, early/late arr/dep must re-coordinate. Tran acft ctc twr prior to exiting rwy. **CAUTION** Tran pilots will not climb above 1000' on dep during VFR conditions until clear of arpt boundary unless specifically cleared to do so by ATC. Specific taxi instructions for heavy acft ctc GND (may rqr back taxiing on rwy to appropriate ladder twy). Uncontrolled vehicle traffic on twy and apron. Acft with wingspan larger than 180' must use wing walkers when taxiing on Twy B centerline, 45' obstruction located 140' south twy centerline. **TFT PAT** TPA—Rectangular 1741(1500), overhead 2241(2000). **CSTMS/AG/IMG** 24 hr prior notice rqr for CSTMS and AG. **MISC** ACC RSRs applied to ACC acft only. Wx observation surface visibility ltd 1/16 SM SW-NE. Augmented/backed up AN/FMQ-19 AMOS in use when rqr during opr hr and for resource protection.

**COMMUNICATIONS:** **SFA** ATIS 132.125 270.1 **PTD** 139.6 372.2

**(R) APP/DEP CON** 125.4 285.4 (1200-0430Z†)

**(R) JACKSONVILLE CENTER APP/DEP CON** 124.7 269.55 (0430-1200Z†)

**TOWER** 126.65 254.25 **GND CON** 126.1 275.8 **CLNC DEL** 121.8 289.4

**COMD POST** (RAYMOND 26) 381.3 **PMSV METRO** 342.5 (Rdo svc unavbl until further notice. Forecaster avbl Mon-Fri 1000-1800Z†, cldsd hol, ctd DSN 965-2362, C803-895-2362. Opr hrs may vary with local flying schedule. After hrs remote and tran aircrew WX briefing call 26 OWS Barksdale AFB DSN 781-4775.)

**AIRSPACE:** **CLASS C** svc 1200-0430Z† other times **CLASS D**.

#### **RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

**(L) TACAN** Chan 38 SSC (110.1) N33°58.67' W80°27.97' at fld. 241/5W. No NOTAM MP Fri 1100-1300Z† (1500/3+1).

TACAN unusable:

126-184° byd 10 NM blo 4,000'

261°-345° byd 10 NM blo 4,000'

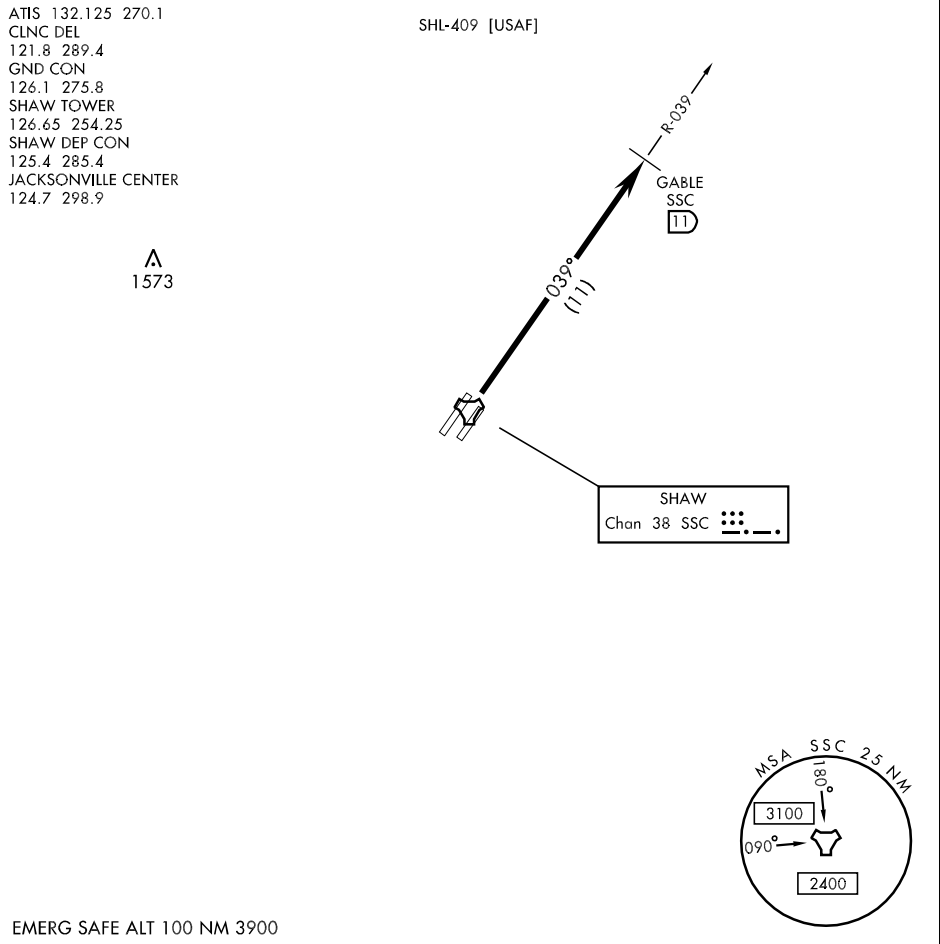
150°-175° byd 25 NM blo 5,000'

295°-325° byd 25 NM blo 5,000'

**ILS 110.1** I-SSC Rwy 04L. No NOTAM MP Mon-Thu 1100-1300Z† (1500/3+1).

**ILS 108.7** I-JWU Rwy 22R. No NOTAM MP Mon-Thu 1100-1300Z† (1500/3+1).

**COMM/NAV/WEATHER REMARKS:** Radar No NOTAM MP Tue-Fri daily 0400-1100Z† (1500/3+1).



▼

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 4L/R: Climb and intercept SSC TACAN R-039 until SSC 11 DME, then as directed by ATC.

|                           |                         |  |
|---------------------------|-------------------------|--|
| LOC I-SSC<br><b>110.1</b> | APCH CRS<br><b>040°</b> | Rwy ldg <b>10,016</b><br>TDZE <b>239</b><br>Arpt Elev <b>242</b> |
|---------------------------|-------------------------|--|

JAL-409 [USAF]

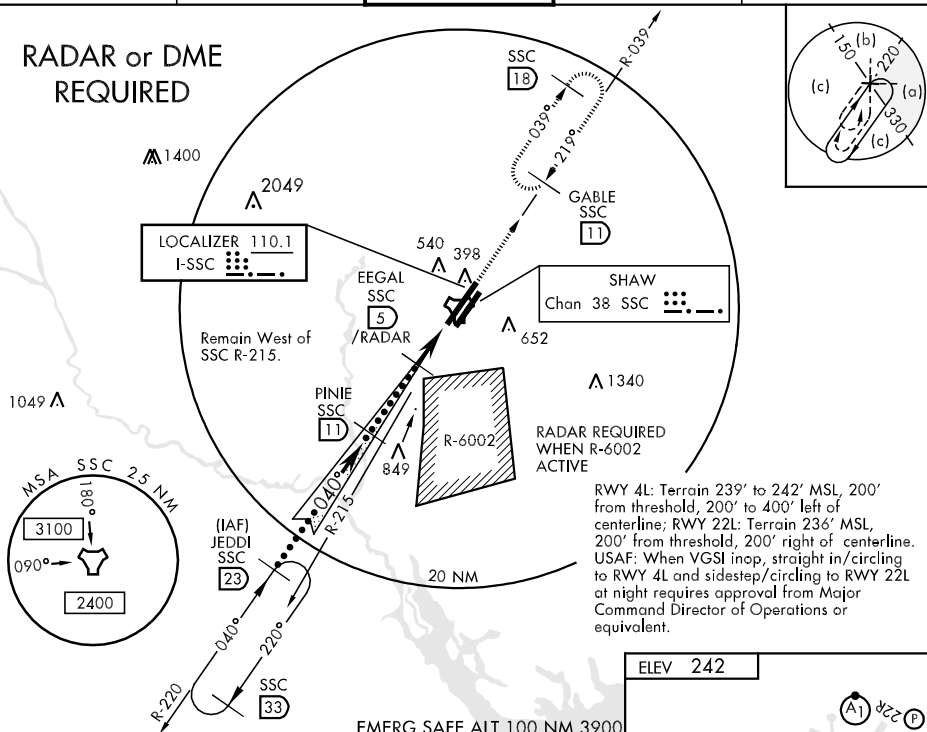
SHAW AFB (KSSC)

▼ \* When ALS inop, increase CAT C vis to 1½ miles,  
CAT D vis to 1¾ miles, CAT E vis to 2 miles.

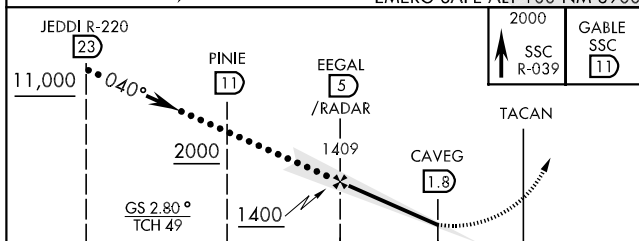


MISSED APPROACH: Climbing to 2000, intercept  
SSC TACAN R-039 to GABLE and hold.

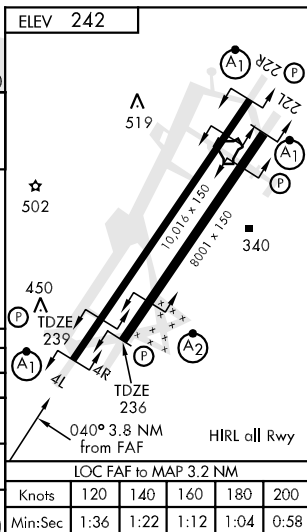
|                              |                                    |                                    |                               |                                |
|------------------------------|------------------------------------|------------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>132.125 270.1</b> | SHAW APP CON<br><b>125.4 285.4</b> | SHAW TOWER<br><b>126.65 254.25</b> | GND CON<br><b>126.1 275.8</b> | CLNC DEL<br><b>121.8 289.4</b> |
|------------------------------|------------------------------------|------------------------------------|-------------------------------|--------------------------------|

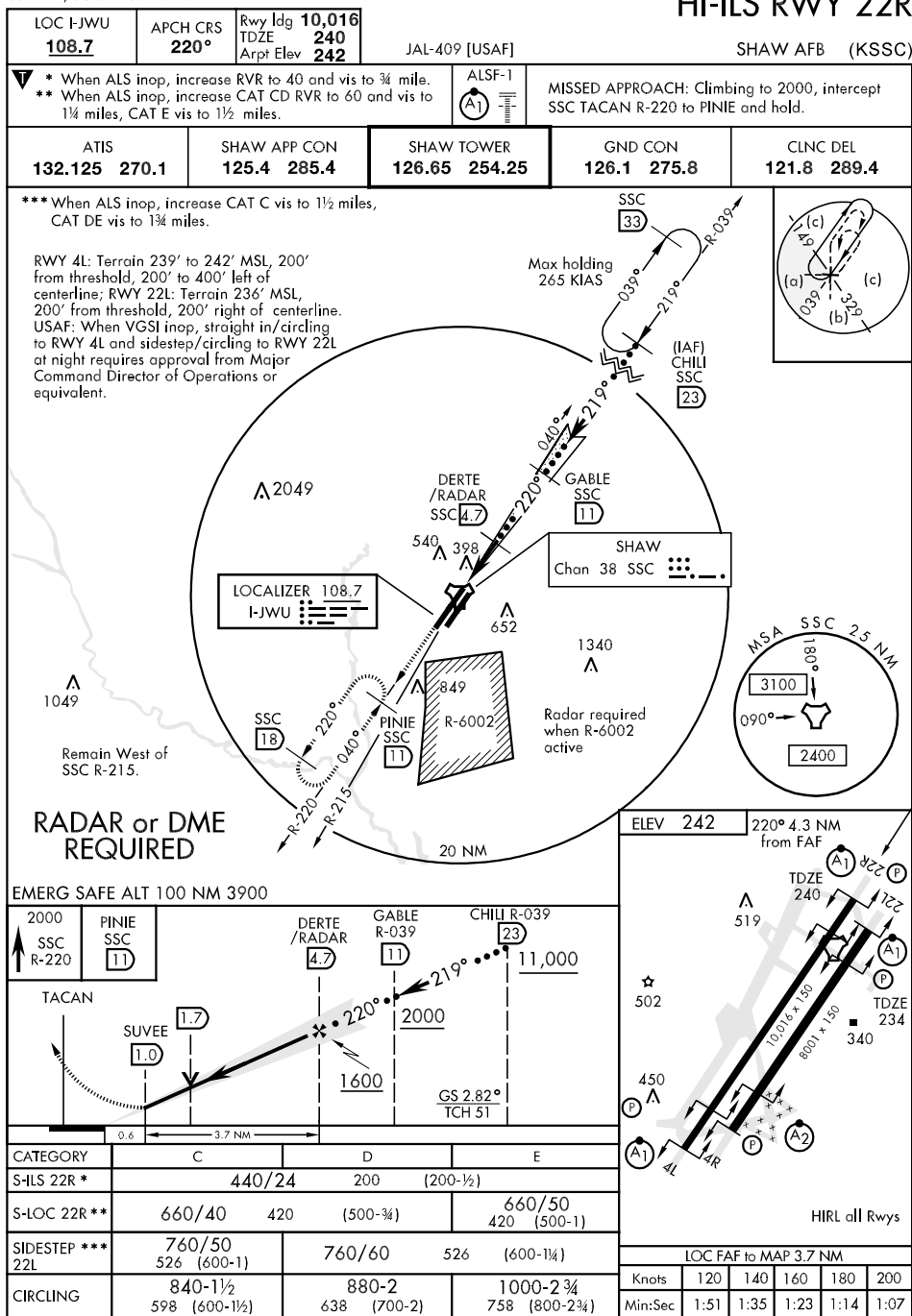
RADAR or DME  
REQUIRED

EMERG SAFE ALT 100 NM 3900



| CATEGORY         | A      | B           | C                      | D                      | E                       |
|------------------|--------|-------------|------------------------|------------------------|-------------------------|
| S-ILS 4L         |        | 473/50      | 234                    | (300-1)                |                         |
| S-LOC 4L *       | 780/50 | 541         | (600-1)                | 780/60<br>541 (600-1¼) | 780-1½<br>541 (600-1½)  |
| SIDESTEP *<br>4R | 800/50 | 564 (600-1) | 800/60<br>564 (600-1¼) | 800-1½<br>564 (600-1½) | 800-1¾<br>564 (600-1¾)  |
| CIRCLING         | 840-1  | 598 (600-1) | 840-1½<br>598 (600-1½) | 880-2<br>638 (700-2)   | 1000-2¾<br>758 (800-2¾) |







|                             |                         |  |
|-----------------------------|-------------------------|--|
| TACAN SSC<br>Chan <b>38</b> | APCH CRS<br><b>219°</b> | Rwy ldg <b>10,016</b><br>TDZE <b>240</b><br>Arpt Elev <b>242</b> |
|-----------------------------|-------------------------|--|

JAL-409 [USAF]

SHAW AFB (KSSC)

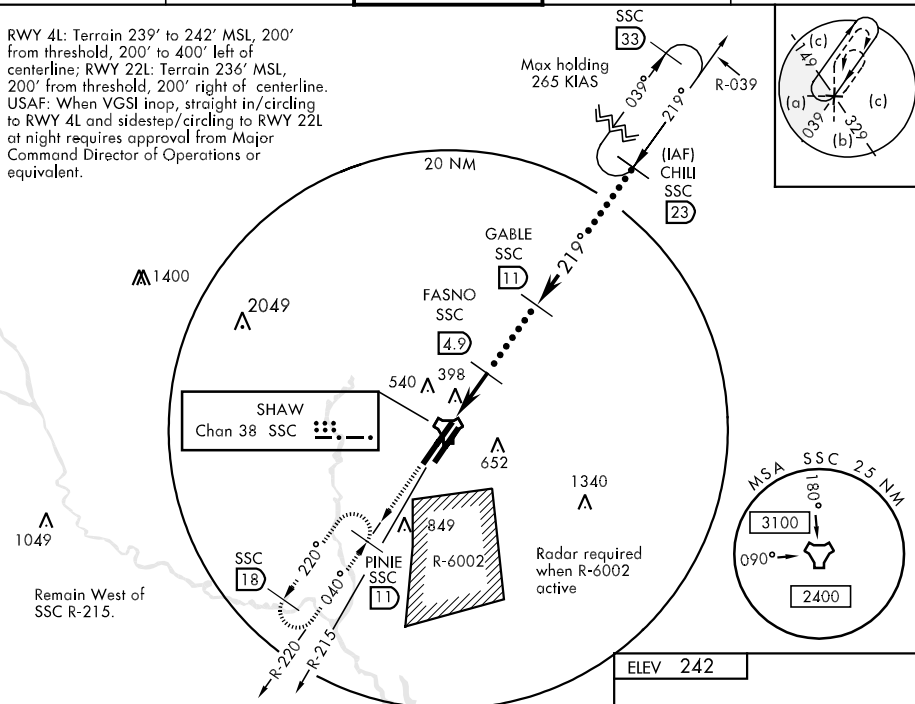
▼ \* When ALS inop, increase CAT C vis to 1½ miles,  
CAT DE vis to 1¾ miles.



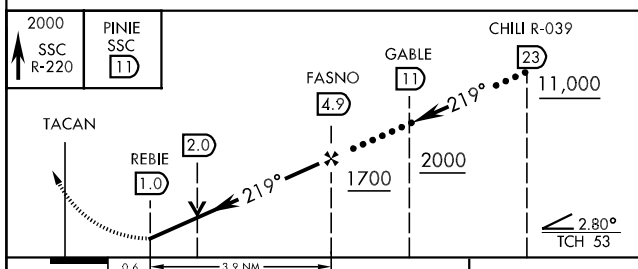
MISSED APPROACH: Climbing to 2000, intercept  
SSC TACAN R-220 to PINIE and hold.

|                              |                                    |                                    |                               |                                |
|------------------------------|------------------------------------|------------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>132.125 270.1</b> | SHAW APP CON<br><b>125.4 285.4</b> | SHAW TOWER<br><b>126.65 254.25</b> | GND CON<br><b>126.1 275.8</b> | CLNC DEL<br><b>121.8 289.4</b> |
|------------------------------|------------------------------------|------------------------------------|-------------------------------|--------------------------------|

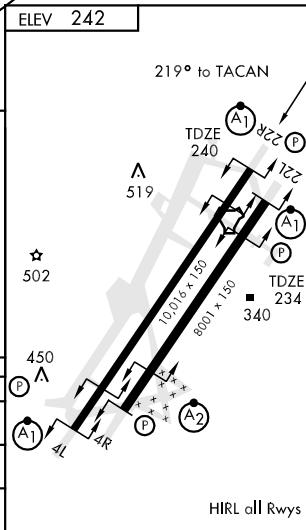
RWY 4L: Terrain 239' to 242' MSL, 200'  
from threshold, 200' to 400' left of  
centerline; RWY 22L: Terrain 236' MSL,  
200' from threshold, 200' right of centerline.  
USAF: When VGSI inop, straight in/circling  
to RWY 4L and sidestep/circling to RWY 22L  
at night requires approval from Major  
Command Director of Operations or  
equivalent.



EMERG SAFE ALT 100 NM 3900



| CATEGORY          | C                      | D                    | E                       |
|-------------------|------------------------|----------------------|-------------------------|
| S-22R *           | 760/50<br>520 (600-1)  | 760/60               | 520 (600-1¼)            |
| SIDESTEP *<br>22L | 760/50<br>526 (600-1)  | 760/60               | 526 (600-1¼)            |
| CIRCLING          | 840-1½<br>598 (600-1½) | 880-2<br>638 (700-2) | 1000-2¾<br>758 (800-2¾) |



LOC I-SSC  
**110.1**

APCH CRS  
040°

|           |        |
|-----------|--------|
| Rwy Idg   | 10,016 |
| TDZE      | 239    |
| Arpt Elev | 242    |

AL-409 [USAF]

SHAW AFB (KSSC)

**T** \* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

MISSED APPROACH: Climbing to 2000, intercept  
SSC TACAN R-039 to GABLE and hold.

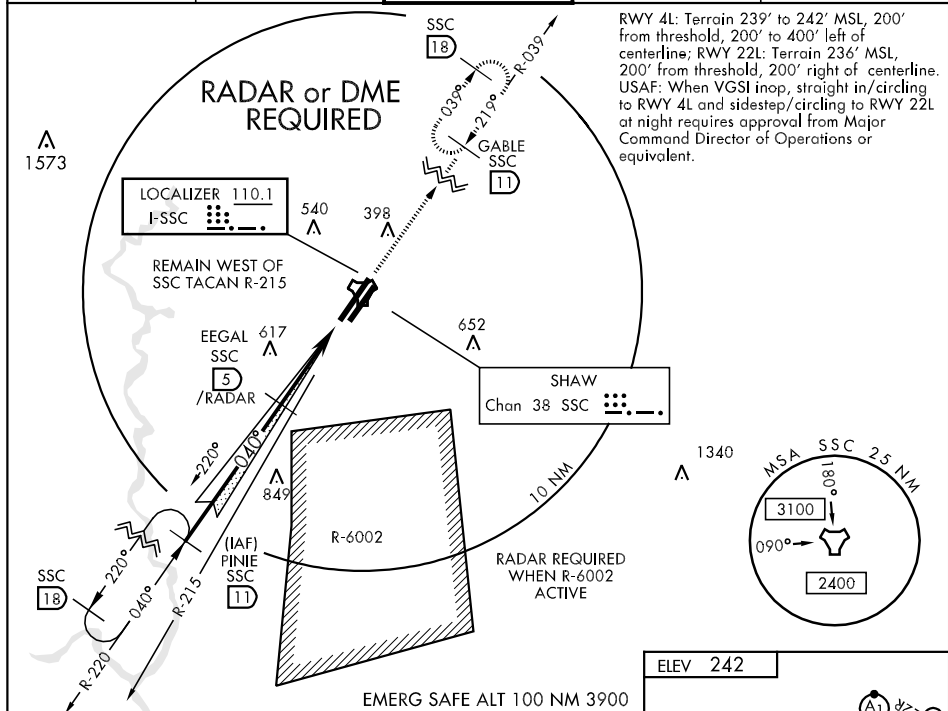
ATIS  
132.125 270.1

SHAW APP CON  
125.4 285.4

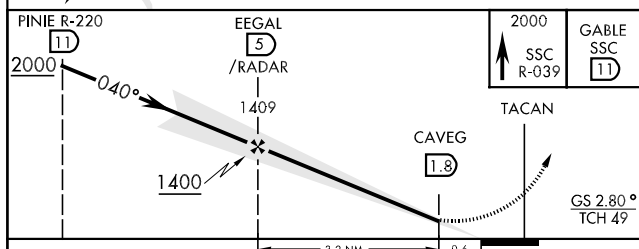
SHAW TOWER  
126.65 254.2

GND CON  
126.1 275.8

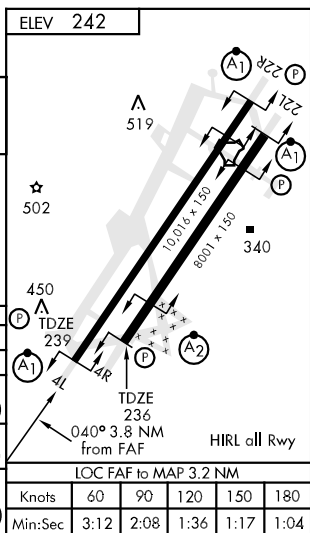
CLNC DEL  
**21.8 289.4**



EMERG SAFE ALT 100 NM 3900



| CATEGORY         | A      | B           | C                     | D                      | E                      |
|------------------|--------|-------------|-----------------------|------------------------|------------------------|
| S-ILS 4L         | 473/50 | 234         | (300-1)               |                        |                        |
| S-LOC 4L *       | 780/50 | 541         | (600-1)               | 780/60<br>541 (600-1½) | 780-1½<br>541 (600-1½) |
| SIDESTEP *<br>4R | 800/50 | 564 (600-1) | 800/60<br>564(600-1¼) | 800-1½<br>564(600-1½)  | 800-1¾<br>564(600-1¾)  |
| CIRCLING         | 840-1  | 598 (600-1) | 840-1½<br>598(600-1½) | 880-2<br>638 (700-2)   | 1000-2¾<br>758(800-2¾) |

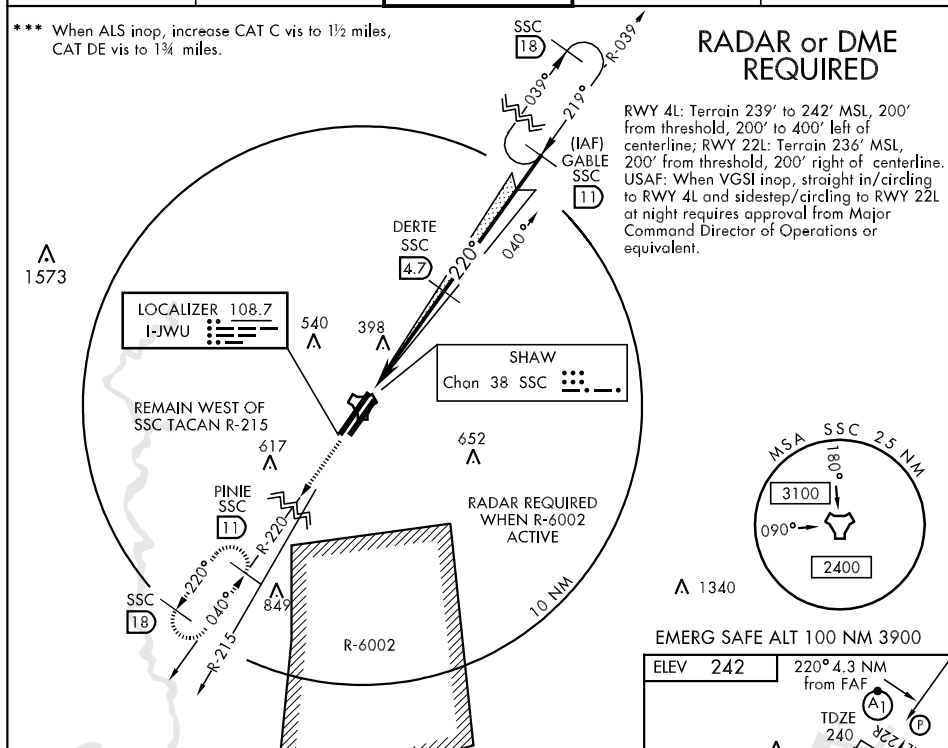




|                           |                         |  |               |                 |
|---------------------------|-------------------------|--|---------------|-----------------|
| LOC I-JWU<br><b>108.7</b> | APCH CRS<br><b>220°</b> | Rwy Idg <b>10,016</b><br>TDZE <b>240</b><br>Arpt Elev <b>242</b> | AL-409 [USAF] | SHAW AFB (KSSC) |
|---------------------------|-------------------------|--|---------------|-----------------|

|   |                         |   |
|---|-------------------------|---|
| <p>▼ * When ALS inop, increase RVR to 40 and vis to <math>\frac{3}{4}</math> mile.</p> <p>** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to <math>1\frac{1}{4}</math> miles, CAT E vis to <math>1\frac{1}{2}</math> miles.</p> | <p>ALSF-1</p> <p>A1</p> | <p>MISSED APPROACH: Climbing to 2000 intercept SSC TACAN R-220 to PINIE and hold.</p> |
|---|-------------------------|---|

|   |   |   |  |   |
|---|---|---|--|---|
| <p>ATIS</p> <p><b>132.125 270.1</b></p> | <p>SHAW APP CON</p> <p><b>125.4 285.4</b></p> | <p>SHAW TOWER</p> <p><b>126.65 254.25</b></p> | <p>GND CON</p> <p><b>126.1 275.8</b></p> | <p>CLNC DEL</p> <p><b>121.8 289.4</b></p> |
|---|---|---|--|---|



| CATEGORY            | A      | B           | C                      | D                    | E                      |
|---------------------|--------|-------------|------------------------|----------------------|------------------------|
| S-ILS 22R *         | 440/24 |             | 200                    | (200-½)              |                        |
| S-LOC 22R **        | 660/24 | 420 (500-½) | 660/40                 | 420 (500-¾)          | 660/50<br>420 (500-1)  |
| SIDESTEP ***<br>22L | 760/50 | 526 (600-1) | 760/60                 | 526 (600-1¼)         |                        |
| CIRCLING            | 840-1  | 598 (600-1) | 840-1½<br>598 (600-1½) | 880-2<br>638 (700-2) | 1000-2¾<br>758(800-2¾) |

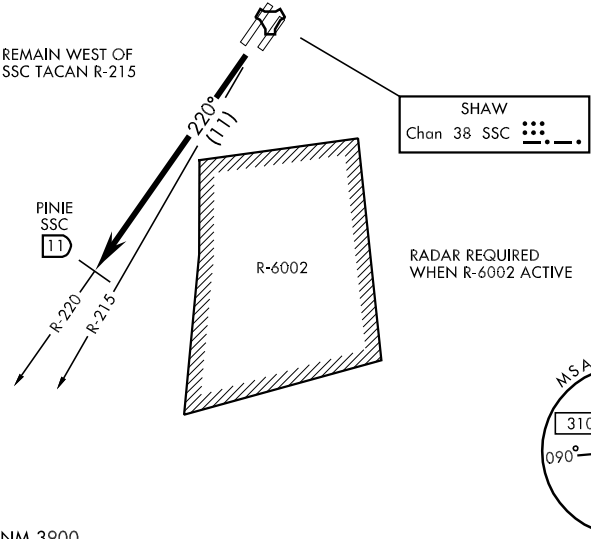
HIRL all Rwy

| LOC FAF to MAP 3.7 NM |      |      |      |      |      |
|-----------------------|------|------|------|------|------|
| Knots                 | 60   | 90   | 120  | 150  | 180  |
| Min:Sec               | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

ATIS 132.125 270.1  
CLNC DEL  
121.8 289.4  
GND CON  
126.1 275.8  
SHAW TOWER  
126.65 254.25  
SHAW DEP CON  
125.4 285.4  
JACKSONVILLE CENTER  
124.7 298.9

SHL-409 [USAF]

▲  
1573



EMERG SAFE ALT 100 NM 3900

▼ DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 22L/R: Climb and intercept SSC TACAN R-220 until SSC 11 DME,  
then as directed by ATC.

|                             |                         |  |
|-----------------------------|-------------------------|--|
| TACAN SSC<br>Chan <b>38</b> | APCH CRS<br><b>040°</b> | Rwy Idg <b>10,016</b><br>TDZE <b>239</b><br>Arpt Elev <b>242</b> |
|-----------------------------|-------------------------|--|

AL-409 [USAF]

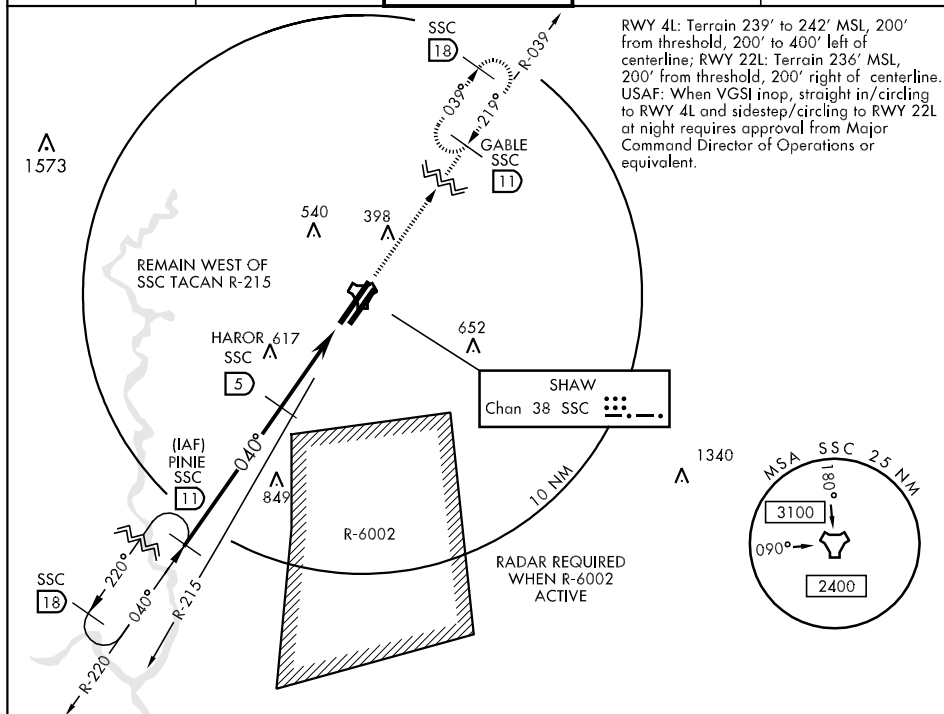
SHAW AFB (KSSC)

▼ \* When ALS inop, increase CAT C vis to 1½ miles,  
CAT D vis to 1¾ miles, CAT E vis to 2 miles.

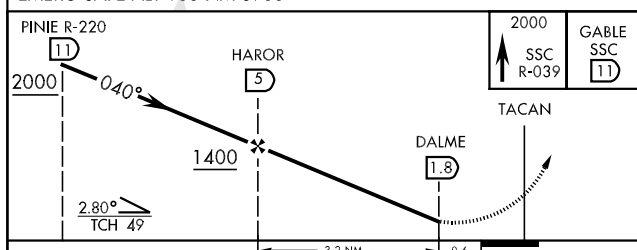


MISSED APPROACH: Climbing to 2000, intercept  
SSC TACAN R-039 to GABLE and hold.

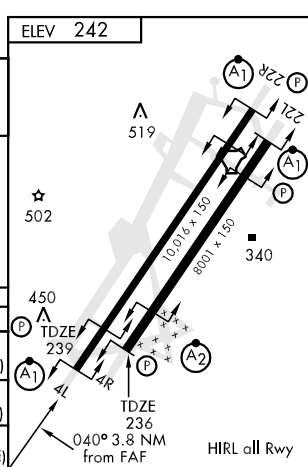
|                              |                                    |                                    |                               |                                |
|------------------------------|------------------------------------|------------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>132.125 270.1</b> | SHAW APP CON<br><b>125.4 285.4</b> | SHAW TOWER<br><b>126.65 254.25</b> | GND CON<br><b>126.1 275.8</b> | CLNC DEL<br><b>121.8 289.4</b> |
|------------------------------|------------------------------------|------------------------------------|-------------------------------|--------------------------------|



EMERG SAFE ALT 100 NM 3900



| CATEGORY         | A      | B           | C                      | D                      | E                       |
|------------------|--------|-------------|------------------------|------------------------|-------------------------|
| S-4L *           | 800/50 | 561         | (600-1)                | 800-1¼<br>561 (600-1¼) | 800-1½<br>561 (600-1½)  |
| SIDESTEP *<br>4R | 800/50 | 564 (600-1) | 800/60<br>564 (600-1¼) | 800-1½<br>564 (600-1½) | 800-1¾<br>564 (600-1¾)  |
| CIRCLING         | 840-1  | 598 (600-1) | 840-1½<br>598 (600-1½) | 880-2<br>638 (700-2)   | 1000-2¾<br>758 (800-2¾) |



|                         |                    |                         |  |
|-------------------------|--------------------|-------------------------|--|
| TACAN<br>Chan <b>38</b> | SSC<br><b>219°</b> | APCH CRS<br><b>219°</b> | Rwy Idg <b>10,016</b><br>TDZE <b>240</b><br>Arpt Elev <b>242</b> |
|-------------------------|--------------------|-------------------------|--|

AL-409 [USAF]

SHAW AFB (KSSC)

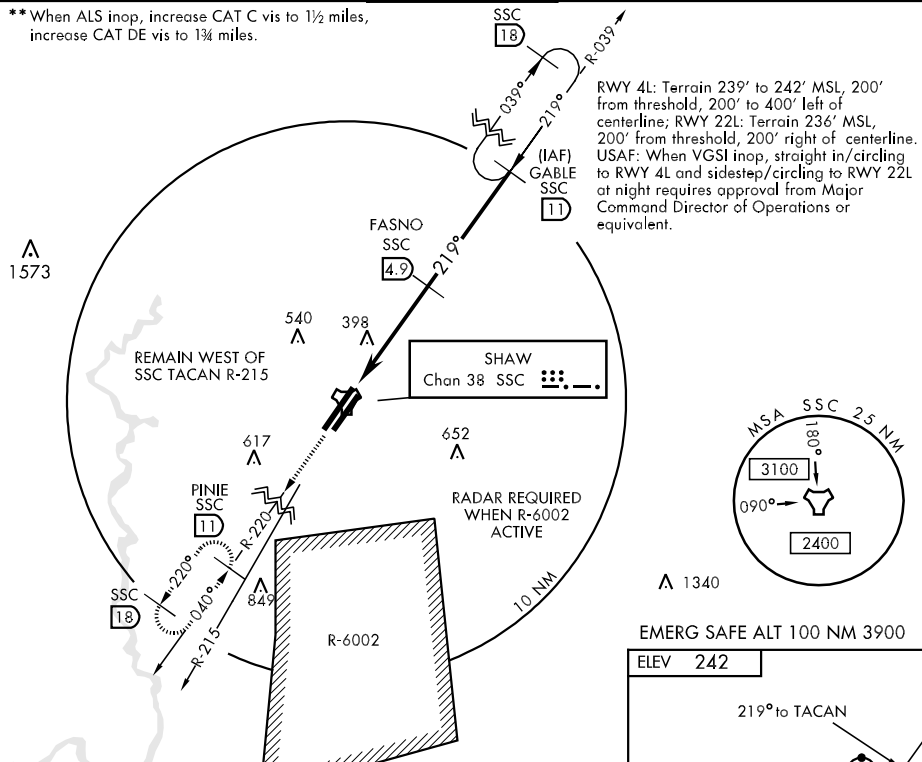
▼ \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.



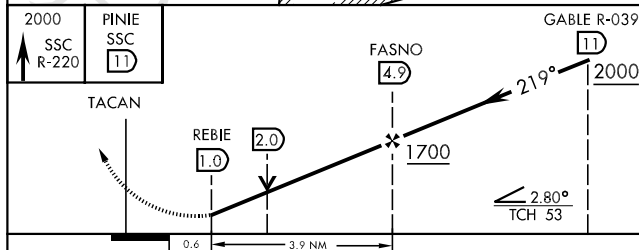
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-220 to PINIE and hold.

|                              |                                    |                                    |                               |                                |
|------------------------------|------------------------------------|------------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>132.125 270.1</b> | SHAW APP CON<br><b>125.4 285.4</b> | SHAW TOWER<br><b>126.65 254.25</b> | GND CON<br><b>126.1 275.8</b> | CLNC DEL<br><b>121.8 289.4</b> |
|------------------------------|------------------------------------|------------------------------------|-------------------------------|--------------------------------|

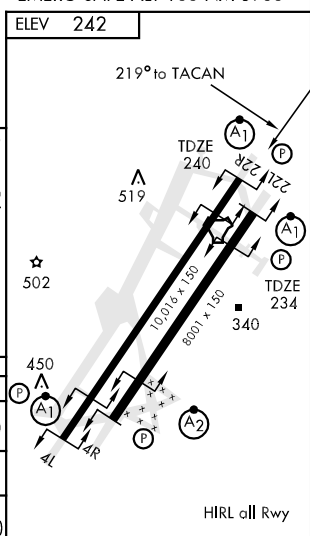
\*\*When ALS inop, increase CAT C vis to 1½ miles, increase CAT DE vis to 1¾ miles.



EMERG SAFE ALT 100 NM 3900



| CATEGORY        | A                  | B                   | C                   | D                    | E |
|-----------------|--------------------|---------------------|---------------------|----------------------|---|
| S-22R *         | 760/24 520 (600-½) | 760/50 520 (600-1)  | 760/60 520 (600-1¼) |                      |   |
| SIDESTEP ** 22L | 760/50 526 (600-1) | 760/60 526 (600-1¼) |                     |                      |   |
| CIRCLING        | 840-1 598 (600-1)  | 840-1½ 598 (600-1½) | 880-2 638 (700-2)   | 1000-2¾ 758 (800-2¾) |   |



HIRL all Rwy

**TIMMONSVILLE****HUGGINS MEML** (58J) 1 NE UTC-5(-4DT) N34°08.26' W79°55.24'

CHARLOTTE

143 B NOTAM FILE AND

**RWY 14-32:** 3090X150 (TURF)**RWY 14:** Tree.**RWY 32:** Tree.**AIRPORT REMARKS:** Unattended. Parachute Jumping. ACTIVATE LIRL Rwy 14-32 and rotating bcn—CTAF.**COMMUNICATIONS:** CTAF 122.9**TRENTON****EDGEFIELD CO** (6J6) 1 SE UTC-5(-4DT) N33°44.21' W81°49.17'

CHARLOTTE

610 TPA-1410(800) NOTAM FILE AND

**RWY 11-29:** 2640X85 (TURF)**RWY 11:** Tree.**RWY 29:** Tree.**RWY 15-33:** 1584X56 (TURF)**RWY 15:****RWY 33:** Tree.**AIRPORT REMARKS:** Unattended. Radio controlled acft on and invof arpt. Deer on and invof arpt.**COMMUNICATIONS:** CTAF 122.9**TWIN CITY** (See LORIS)**TWIN LAKES** (See GRANITEVILLE)**UNION CO, TROY SHELTON FLD** (35A) 1 SW UTC-5(-4DT) N34°41.22' W81°38.47'

CHARLOTTE

610 B S2 **FUEL** 100LL NOTAM FILE AND**RWY 05-23:** H3508X60 (ASPH) S-12.5 MIRL 1.0% up NE**RWY 05:** PAPI(P2L)—GA 4.0° TCH 40'. Tree.**RWY 23:** PAPI(P2L)—GA 4.0° TCH 38'. Tree.**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z†. Self-serve fuel

avbl 24 hrs. For svc after hrs call 864-426-3003. MIRL Rwy

05-23 preset on med ints dusk-0500Z†, after 0500Z†

ACTIVATE—CTAF. ACTIVATE PAPI Rwy 05 and Rwy 23—CTAF.

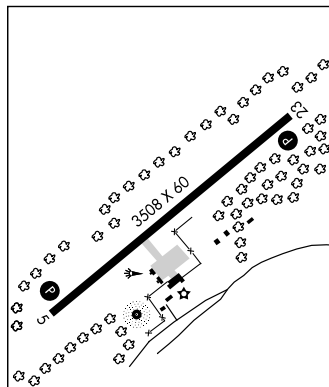
**COMMUNICATIONS:** CTAF/UNICOM 122.7**GREER APP/DEP CON** 119.4 (1100-0445Z†)**ATLANTA CENTER APP/DEP CON** 135.35 (0445-1100Z†)**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.**GREENWOOD (H) VORTAC** 115.5 GRD Chan 102 N34°15.09'

W82°09.25' 045° 36.4 NM to fld. 630/01W.

**NDB (MHW)** 326 UOT N34°41.04' W81°38.54' at fld.

L-24J, 25D

IAP

**VANCE** N33°28.49' W80°26.92' NOTAM FILE AND.

CHARLOTTE

(L) **VORTAC** 110.4 VAN Chan 41 067° 13.8 NM to Santee Cooper Rgnl. 140/06W.

H-9B, 12G, L-24I

VOR unusable:

209°-243° blo 2000'

244°-208° blo 18,000'

**RCO** 122.1R 110.4T (ANDERSON RADIO)**WALTERBORO** N32°55.55' W80°38.41' NOTAM FILE AND.

CHARLOTTE

**NDB (MHW)** 221 RBW at Lowcountry Rgnl.

L-24I

## NDB RWY 5

UNION COUNTY-TROY SHELTON FIELD (35A)

|                       |                        |                             |   |
|-----------------------|------------------------|-----------------------------|---|
| NDB UOT<br><b>326</b> | APP CRS<br><b>061°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3508</b><br><b>605</b><br><b>605</b> |
|-----------------------|------------------------|-----------------------------|---|

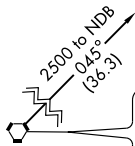
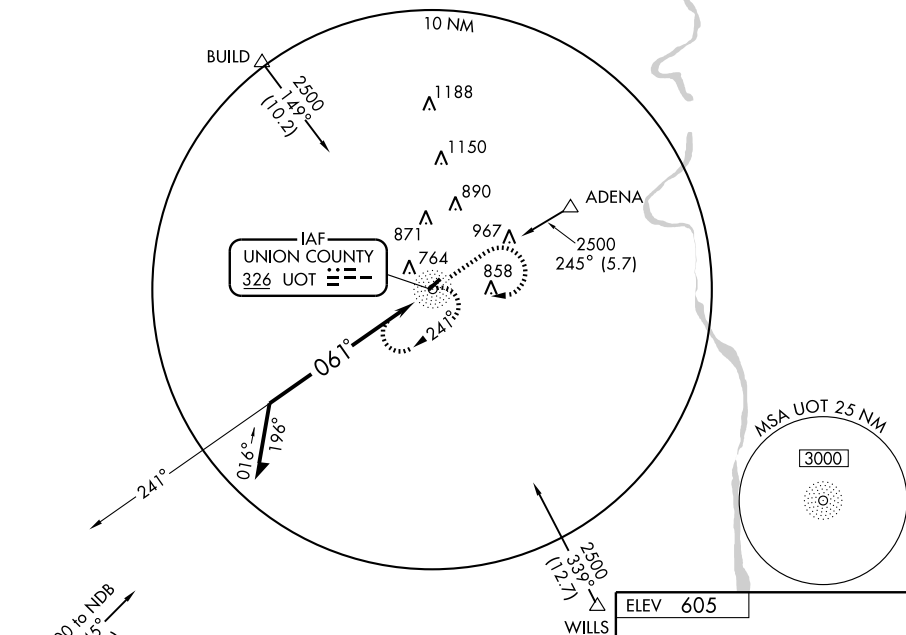


Use Greer altimeter setting.

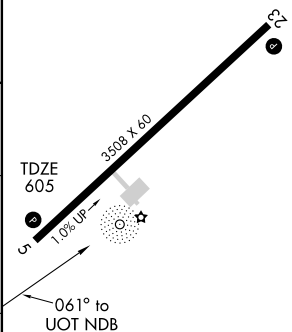
MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 direct UOT NDB and hold.

GREER APP CON ★  
**119.4 350.2**UNICOM  
**122.7 (CTAF)**

Λ 1677

GREENWOOD  
115.5 GRD  
Chan 102

ELEV 605



MIRL Rwy 5-23

| CATEGORY | A                     | B                       | C  | D |
|----------|-----------------------|-------------------------|----|---|
| S-5      | 1360-1<br>755 (800-1) | 1360-1¼<br>755 (800-1¼) | NA |   |
| CIRCLING | 1360-1<br>755 (800-1) | 1360-1¼<br>755 (800-1¼) | NA |   |

|         |    |    |     |     |     |
|---------|----|----|-----|-----|-----|
| Knots   | 60 | 90 | 120 | 150 | 180 |
| Min:Sec |    |    |     |     |     |

**WALTERBORO****LOWCOUNTRY RGNL**

(RBW) 2 NE UTC-5(-4DT) N32°55.26' W80°38.44'

101 B S4 FUEL 100LL, JET A NOTAM FILE AND

CHARLOTTE

RWY 05-23: H6002X100 (ASPH-CONC) S-26, D-75, 2S-95 MIRL

H-9B, 12G, L-24I

RWY 05: PAPI(P2L)—GA 4.0° TCH 50'. Tree.

RWY 23: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 45'. Tree.

IAP

RWY 17-35: H5705X100 (ASPH-CONC) S-17, D-40

RWY 17: Tree. RWY 35: Tree.

RWY 09-27: H5408X100 (ASPH-CONC) S-17, D-40

RWY 09: Tree. RWY 27: Tree.

**AIRPORT REMARKS:** Attended 1330-2300Z†. 100LL self-svc fuel avbl 24 hrs. For after hrs svc call 843-549-2549. Parachute Jumping. Lgt'd water tank .98 miles from Rwy 09 thr on rwy centerline. Firing range between Rwy 17 and Rwy 09. Twys between Rwy 05, Rwy 09, Rwy 17 and Rwy 23 clsd due to washouts and potholes. MIRL Rwy 05-23, PAPI Rwy 05, Rwy 23 and ODALS Rwy 23 opr continuously via photocell from dusk until 0300Z† then opr by pilot controlled lighting until dawn.

**WEATHER DATA SOURCES:** AWOS-3 118.725 (843) 538-3575.**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑧ CHARLESTON APP/DEP CON 120.7

GCO 121.725 (CHARLESTON CLNC)

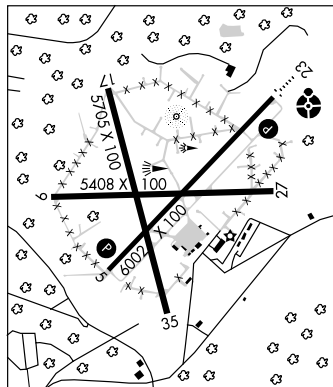
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 278° 30.5 NM to fld. 39/05W.

HIWAS.

WALTERBORO NDB (MHW) 221 RBW N32°55.55' W80°38.41' at fld. NOTAM FILE AND.

ILS/DME 110.15 I-RBW Chan 38 Rwy 23. DME unusable byd 15 NM

**WILLIAMSBURG RGNL**

(See KINGSTREE)

**WINNSBORO**

N34°18.87' W81°06.76' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 414 FDW at Fairfield Co.

L-24J, 25D

**WINNSBORO****FAIRFIELD CO**

(FDW) 3 SW UTC-5(-4DT) N34°18.93' W81°06.53'

CHARLOTTE

577 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-24J, 25D

RWY 04-22: H5003X100 (ASPH) S-42, D-60 MIRL 0.3% up SW

IAP

RWY 04: PAPI (P2L)—GA 3.0° TCH 26'. Tree.

RWY 22: PAPI (P2L)—GA 3.0° TCH 30'. Tree.

**AIRPORT REMARKS:** Attended 1300-2300Z†. For FBO call (803) 635-3086. Rwy 04-22 and twy pavements cracking byd sealing. MIRL Rwy 04-22 preset on low ints and PAPI Rwy 04 and 22 opr dusk-0400Z†; to increase ints MIRL Rwy 04-22 ACTIVATE—CTAF. After 0400Z† ACTIVATE MIRL Rwy 04-22 and PAPI Rwy 04 and 22—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.075 (803) 712-2577.**COMMUNICATIONS:** CTAF/UNICOM 123.05

⑧ COLUMBIA APP/DEP CON 133.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CAE.

COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44' W81°03.24' 356° 27.6 NM to fld. 400/02W.

WINNSBORO NDB (MHW) 414 FDW N34°18.87' W81°06.76' at fld. NOTAM FILE AND.

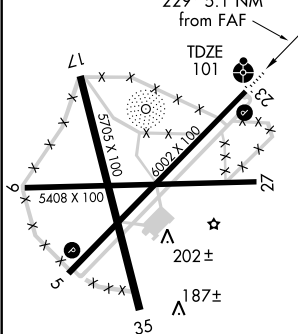
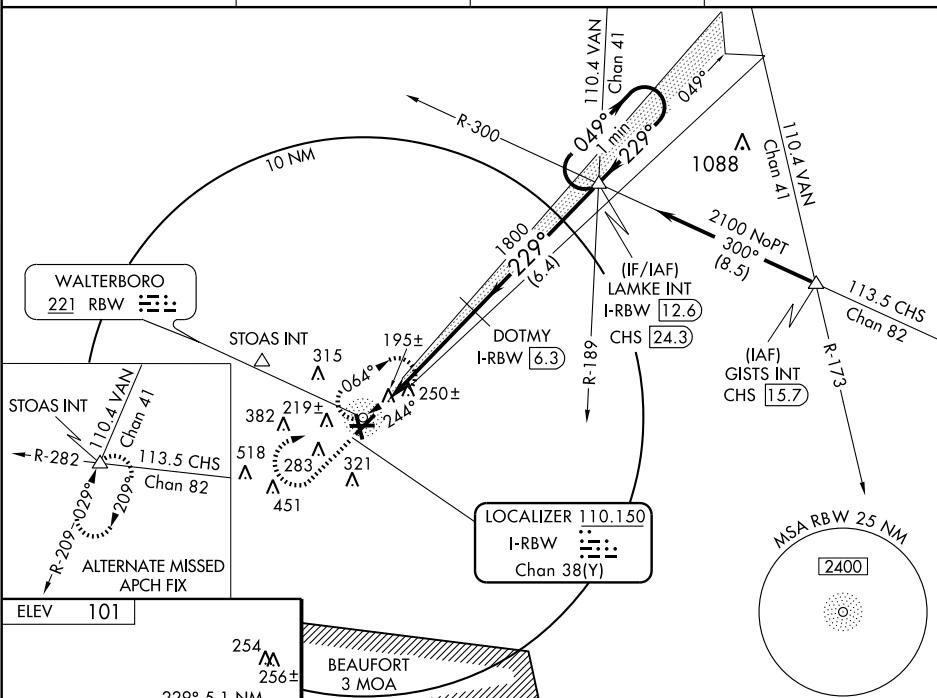
**WOODWARD FLD**

(See CAMDEN)

ILS or LOC/DME RWY 23  
WALTERBORO/ LOWCOUNTRY RGNL (RBW)

ODALS

**MISSED APPROACH:**  
Climb to 1100 then  
climbing right turn to  
2100 direct RBW  
NDB and hold.

UNICOM  
122.8 (CTAF) **L**

REIL Rwy 23  
MIRL Rwy 5-23 **L**

WALTERBORO, SOUTH CAROLINA  
Orig 11FEB10

|          |  |             |   |   |
|----------|--|-------------|---|---|
| 1100     | 2100   | RBW         | LAMKE INT<br>I-RBW 12.6<br>CHS 24.3<br>One Minute Holding Pattern |   |
|          |  |             |   |   |
| CATEGORY | A  | B           | C   | D   |
| S-ILS 23 | 301- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$ ) |             |   |   |
| S-LOC 23 | 460- $\frac{3}{4}$ 359 (400- $\frac{3}{4}$ ) |             |   | 460-1 $\frac{1}{4}$<br>359 (400-1 $\frac{1}{4}$ ) |
| CIRCLING | 620-1  | 519 (600-1) | 640-1 $\frac{1}{2}$<br>539 (600-1 $\frac{1}{2}$ )                 | 680-2<br>579 (600-2)                              |

WALTERBORO/ LOWCOUNTRY RGNL (RBW)  
ILS or LOC/DME RWY 23

32° 55' N-80° 38' W

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2. 23 SEP 2010 to 21 OCT 2010



|                   |             |          |             |
|-------------------|-------------|----------|-------------|
| NDB RBW           | APP CRS     | Rwy Idg  | <b>6002</b> |
| <u><b>221</b></u> | <b>244°</b> | TDZE     | <b>101</b>  |
|                   |             | Apt Elev | <b>101</b>  |

NDB RWY 23  
WALTERBORO/ LOWCOUNTRY RGNL (RBW)

**▼** When VGSI Inop, Circling Rwy 5 NA at night. Inoperative table does not apply to S-23 Cat C. When local altimeter setting not received, use Charleston altimeter setting and increase all MDA 80 feet; increase S-23 Cats C and D and Circling Cat C visibility  $\frac{1}{4}$  mile.

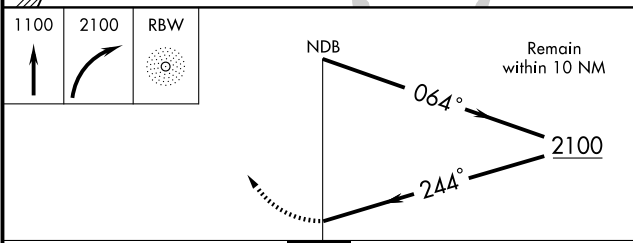
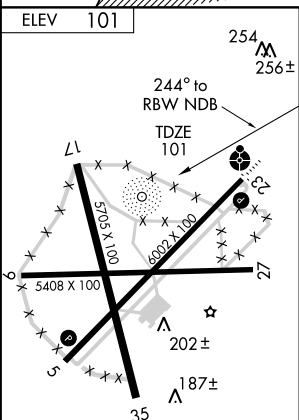
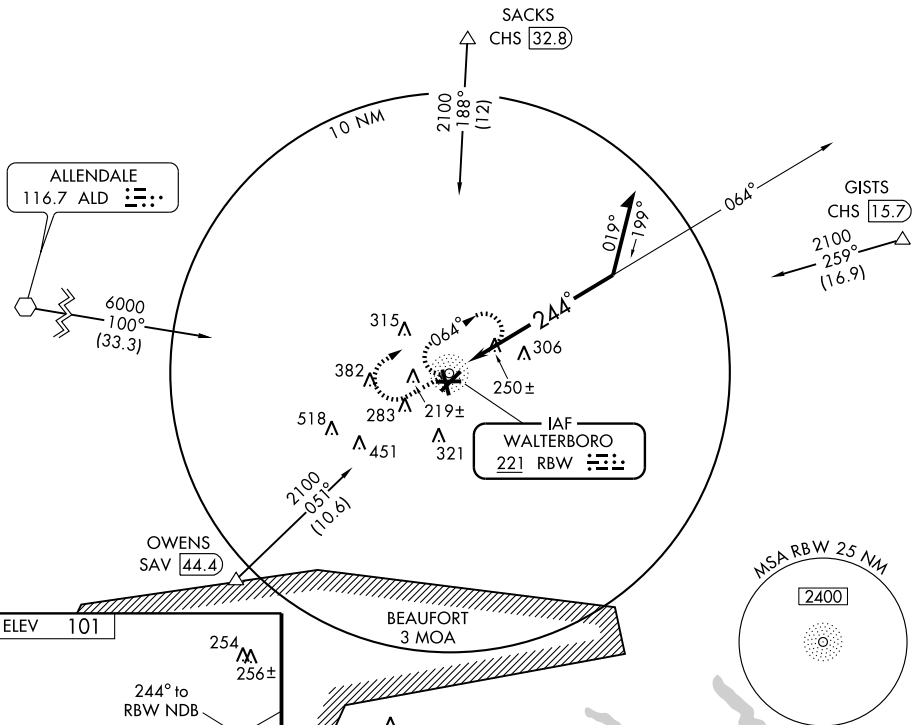
ODALS

**MISSED APPROACH:** Climb to 1100 then climbing right turn to 2100 direct RBW NDB and hold.

AWOS-3  
118.725 221

CHARLESTON APP CON  
120.7 306.925

GCO  
121.725

UNICOM  
122.8 (CTAF) **L**

| CATEGORY | A       | B             | C                            | D                            |
|----------|---------|---------------|------------------------------|------------------------------|
| S-23     | 660-3/4 | 559 (600-3/4) | 660-1 1/2<br>559 (600-1 1/2) | 660-1 3/4<br>559 (600-1 3/4) |
| CIRCLING | 660-1   | 559 (600-1)   | 660-1 1/2<br>559 (600-1 1/2) | 680-2<br>579 (600-2)         |

WALTERBORO, SOUTH CAROLINA

Amdt 12 11FEB10

WALTERBORO/ LOWCOUNTRY RGNL (RBW)

32° 55' N-80° 38' W

NDB RWY 23

**SE-2, 23 SEP 2010 to 21 OCT 2010**

SE-2. 23 SEP 2010 to 21 OCT 2010

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>6002</b> |
| <b>049°</b> | TDZE     | <b>97</b>   |
|             | Apt Elev | <b>101</b>  |

**RNAV (GPS) RWY 5**

WALTERBORO/ LOWCOUNTRY RGNL (RBW)

- ▼** When VGSI inop, straight-in/Circling Rwy 5 procedure NA at night. DME/DME RNP-0.3 NA.  
**▲** Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston altimeter setting and increase all MDA 80 feet; increase LNAV Cats C and D and Circling Cat C visibility ¼ mile.

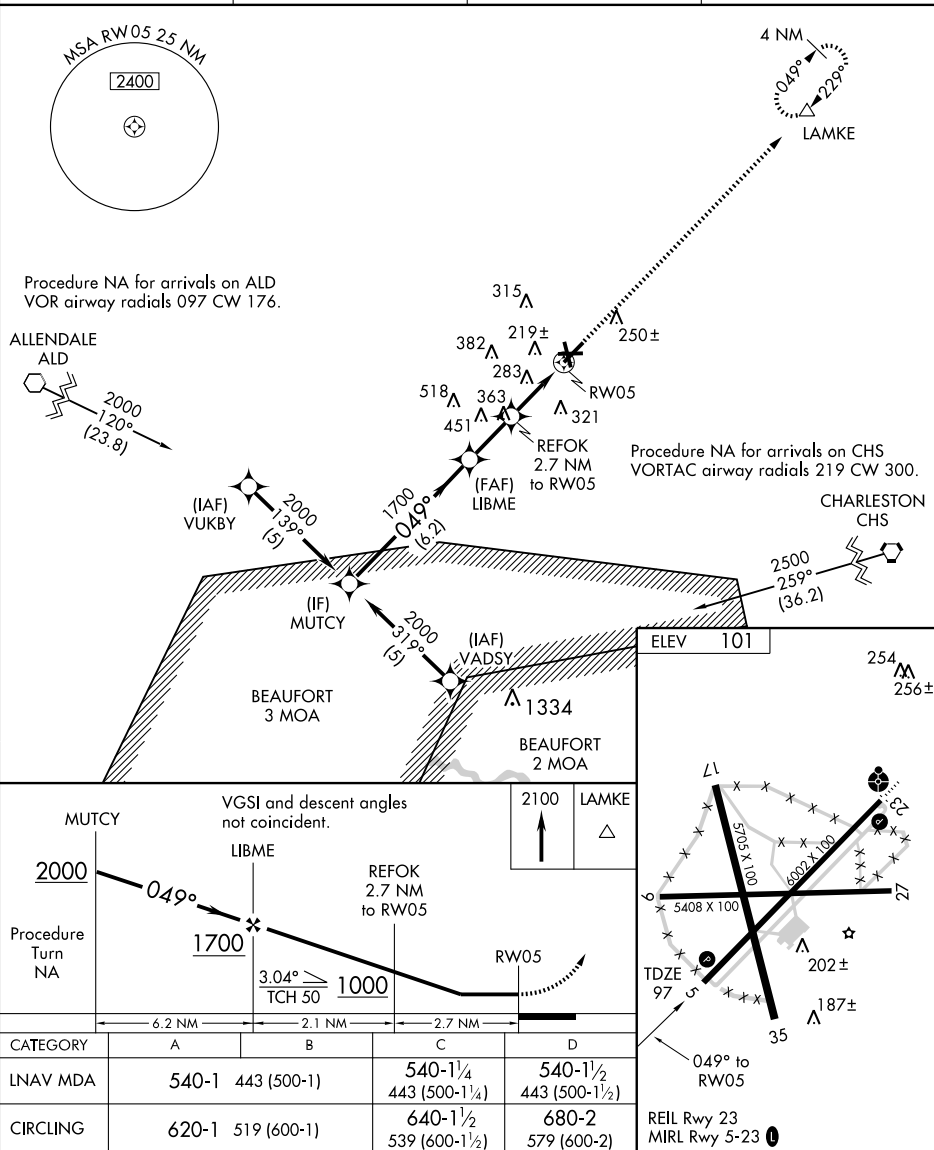
**MISSED APPROACH:**  
 Climb to 2100 direct LAMKE and hold.

AWOS-3  
**118.725 221**

CHARLESTON APP CON  
**120.7 306.925**

GCO  
**121.725**

UNICOM  
**122.8 (CTAF) 0**



SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

|  |                        |                             |  |
|--|------------------------|-----------------------------|--|
| WAAS<br>CH <b>93616</b><br><b>W17A</b> | APP CRS<br><b>171°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5705</b><br><b>92</b><br><b>101</b> |
|--|------------------------|-----------------------------|--|

**RNAV (GPS) RWY 17**

WALTERBORO/ LOWCOUNTRY RGNL (R.B.W)

▼  
▲

Straight-in minimums NA at night. When VGSI inop, Circling Rwy 5 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston altimeter setting and increase LPV DA to 420, LNAV/VNAV DA to 764, and all MDA 80 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats. visibility 1 mile, and LNAV Cats C and D and Circling Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Charleston altimeter setting.

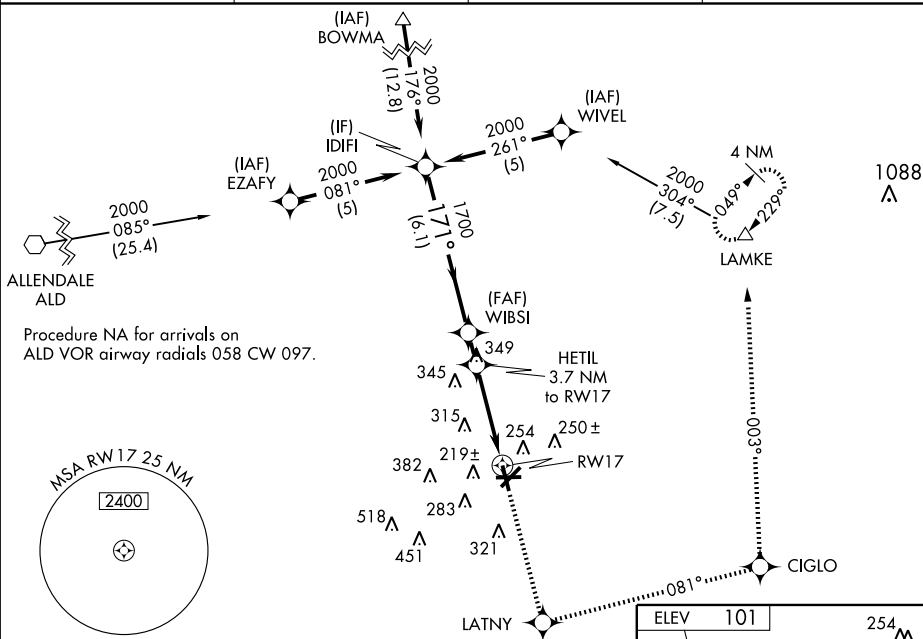
**MISSED APPROACH:**  
Climb to 2100 direct  
LATNY and via track  
081° to CIGLO and track  
003° to LAMKE and hold.

AWOS-3  
**118.725 221**

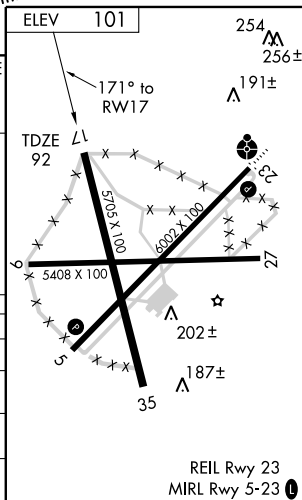
CHARLESTON APP CON  
**120.7 306.925**

GCO  
**121.725**

UNICOM  
**122.8 (CTAF) 0**



|              | IDIFI               | WIBSI               | HETIL          | CIGLO               | LAMKE   |
|--------------|---------------------|---------------------|----------------|---------------------|---------|
|              | 2000                | 1700                | 3.7 NM to RW17 | tr 081°             | tr 003° |
|              | Procedure Turn NA   |                     |                |                     |         |
|              | GS 3.00° TCH 40     |                     |                |                     |         |
|              | 171°                | 1700                | 1300           |                     |         |
|              | 6.1 NM              | 1.2 NM              | 2.3 NM         | 1.4 NM              |         |
| CATEGORY     | A                   | B                   | C              | D                   |         |
| LPV DA       | 342-1 250 (300-1)   |                     |                |                     |         |
| LNAV/VNAV DA | 508-1½ 416 (500-1½) |                     |                |                     |         |
| LNAV MDA     | 580-1 488 (500-1)   | 580-1¼ 488 (500-1¼) |                | 580-1½ 488 (500-1½) |         |
| CIRCLING     | 620-1 519 (600-1)   | 640-1½ 539 (600-1½) |                | 680-2 579 (600-2)   |         |



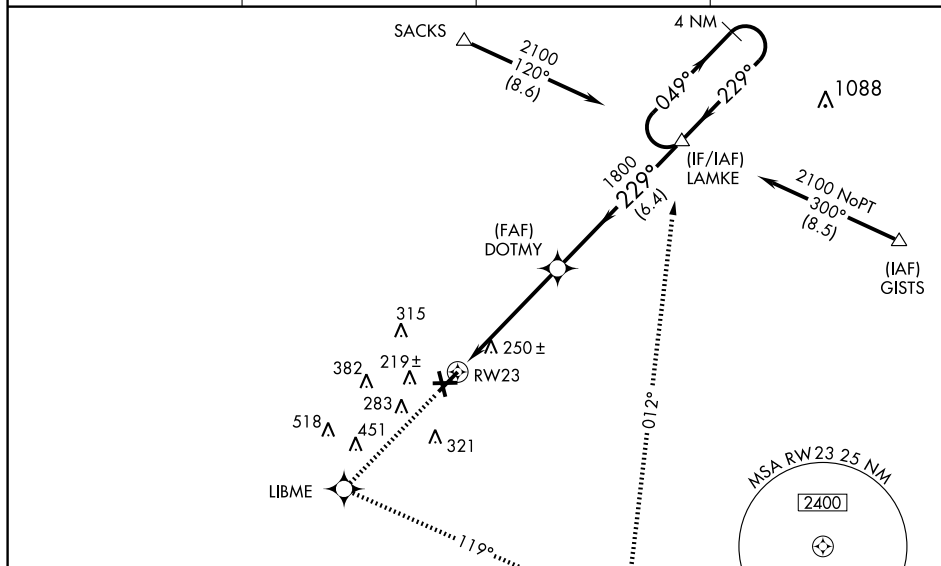
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>61016</b><br><b>W23A</b> | APP CRS<br><b>229°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6002</b><br><b>101</b><br><b>101</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 23

WALTERBORO/ LOWCOUNTRY RGNL (R.B.W)

|   |              |  |
|---|--------------|--|
| <p>When VGSI inop, Circling Rwy 5 NA at night. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston altimeter setting and increase LPV DA to 379, LNAV/VNAV DA to 632, and all MDA 80 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV visibility all Cats ½ mile, and LNAV Cats C and D and Circling Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Charleston altimeter setting.</p> | <p>ODALS</p> | <p>MISSED APPROACH:<br/>Climb to 2100 direct LIBME and left turn via track 119° to UBIGY and left turn via track 012° to LAMKE and hold.</p> |
|---|--------------|--|

|                              |  |                       |                               |
|------------------------------|--|-----------------------|-------------------------------|
| AWOS-3<br><b>118.725 221</b> | CHARLESTON APP CON<br><b>120.7 306.925</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|------------------------------|--|-----------------------|-------------------------------|



| ELEV 101  |  |   |              |              |          |   |   |   |   |        |       |  |             |  |              |        |  |              |  |          |       |             |        |        |  |  |  |              |              |          |       |             |        |       |  |  |  |              |             |
|---|--|---|--------------|--------------|----------|---|---|---|---|--------|-------|--|-------------|--|--------------|--------|--|--------------|--|----------|-------|-------------|--------|--------|--|--|--|--------------|--------------|----------|-------|-------------|--------|-------|--|--|--|--------------|-------------|
| <p>254 M 256±</p> <p>229° to RW23</p> <p>TDZE 101</p> <p>5705 X 100</p> <p>5408 X 100</p> <p>6002 X 100</p> <p>202±</p> <p>187±</p> <p>35</p> | <p>BEAUFORT 3 MOA</p> <p>2100 LIBME</p> <p>UBIGY</p> <p>LAMKE</p> <p>4 NM Holding Pattern</p> <p>LAMKE</p> <p>049° → 2100</p> <p>← 229°</p> <p>GS 3.00° TCH 43</p> <p>DOTMY 1800</p> <p>229°</p> <p>1800</p> <p>1.3 NM to RW23</p> <p>1.3 NM</p> <p>3.8 NM</p> <p>6.4 NM</p> | <table border="1"> <thead> <tr> <th>CATEGORY</th><th>A</th><th>B</th><th>C</th><th>D</th></tr> </thead> <tbody> <tr> <td>LPV DA</td><td colspan="2">301-¾</td><td colspan="2">200 (200-¾)</td></tr> <tr> <td>LNAV/VNAV DA</td><td colspan="2">554-1½</td><td colspan="2">453 (500-1½)</td></tr> <tr> <td>LNAV MDA</td><td>560-¾</td><td>459 (500-¾)</td><td>560-1¼</td><td>560-1½</td></tr> <tr> <td></td><td></td><td></td><td>459 (500-1¼)</td><td>459 (500-1½)</td></tr> <tr> <td>CIRCLING</td><td>620-1</td><td>519 (600-1)</td><td>640-1½</td><td>680-2</td></tr> <tr> <td></td><td></td><td></td><td>539 (600-1½)</td><td>579 (600-2)</td></tr> </tbody> </table> |              |              | CATEGORY | A | B | C | D | LPV DA | 301-¾ |  | 200 (200-¾) |  | LNAV/VNAV DA | 554-1½ |  | 453 (500-1½) |  | LNAV MDA | 560-¾ | 459 (500-¾) | 560-1¼ | 560-1½ |  |  |  | 459 (500-1¼) | 459 (500-1½) | CIRCLING | 620-1 | 519 (600-1) | 640-1½ | 680-2 |  |  |  | 539 (600-1½) | 579 (600-2) |
| CATEGORY  | A  | B   | C            | D            |          |   |   |   |   |        |       |  |             |  |              |        |  |              |  |          |       |             |        |        |  |  |  |              |              |          |       |             |        |       |  |  |  |              |             |
| LPV DA  | 301-¾  |   | 200 (200-¾)  |              |          |   |   |   |   |        |       |  |             |  |              |        |  |              |  |          |       |             |        |        |  |  |  |              |              |          |       |             |        |       |  |  |  |              |             |
| LNAV/VNAV DA  | 554-1½   |   | 453 (500-1½) |              |          |   |   |   |   |        |       |  |             |  |              |        |  |              |  |          |       |             |        |        |  |  |  |              |              |          |       |             |        |       |  |  |  |              |             |
| LNAV MDA  | 560-¾  | 459 (500-¾)   | 560-1¼       | 560-1½       |          |   |   |   |   |        |       |  |             |  |              |        |  |              |  |          |       |             |        |        |  |  |  |              |              |          |       |             |        |       |  |  |  |              |             |
|   |  |   | 459 (500-1¼) | 459 (500-1½) |          |   |   |   |   |        |       |  |             |  |              |        |  |              |  |          |       |             |        |        |  |  |  |              |              |          |       |             |        |       |  |  |  |              |             |
| CIRCLING  | 620-1  | 519 (600-1)   | 640-1½       | 680-2        |          |   |   |   |   |        |       |  |             |  |              |        |  |              |  |          |       |             |        |        |  |  |  |              |              |          |       |             |        |       |  |  |  |              |             |
|   |  |   | 539 (600-1½) | 579 (600-2)  |          |   |   |   |   |        |       |  |             |  |              |        |  |              |  |          |       |             |        |        |  |  |  |              |              |          |       |             |        |       |  |  |  |              |             |


|  |                        |                             |  |
|--|------------------------|-----------------------------|--|
| WAAS<br>CH <b>48916</b><br><b>W35A</b> | APP CRS<br><b>351°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5705</b><br><b>95</b><br><b>101</b> |
|--|------------------------|-----------------------------|--|

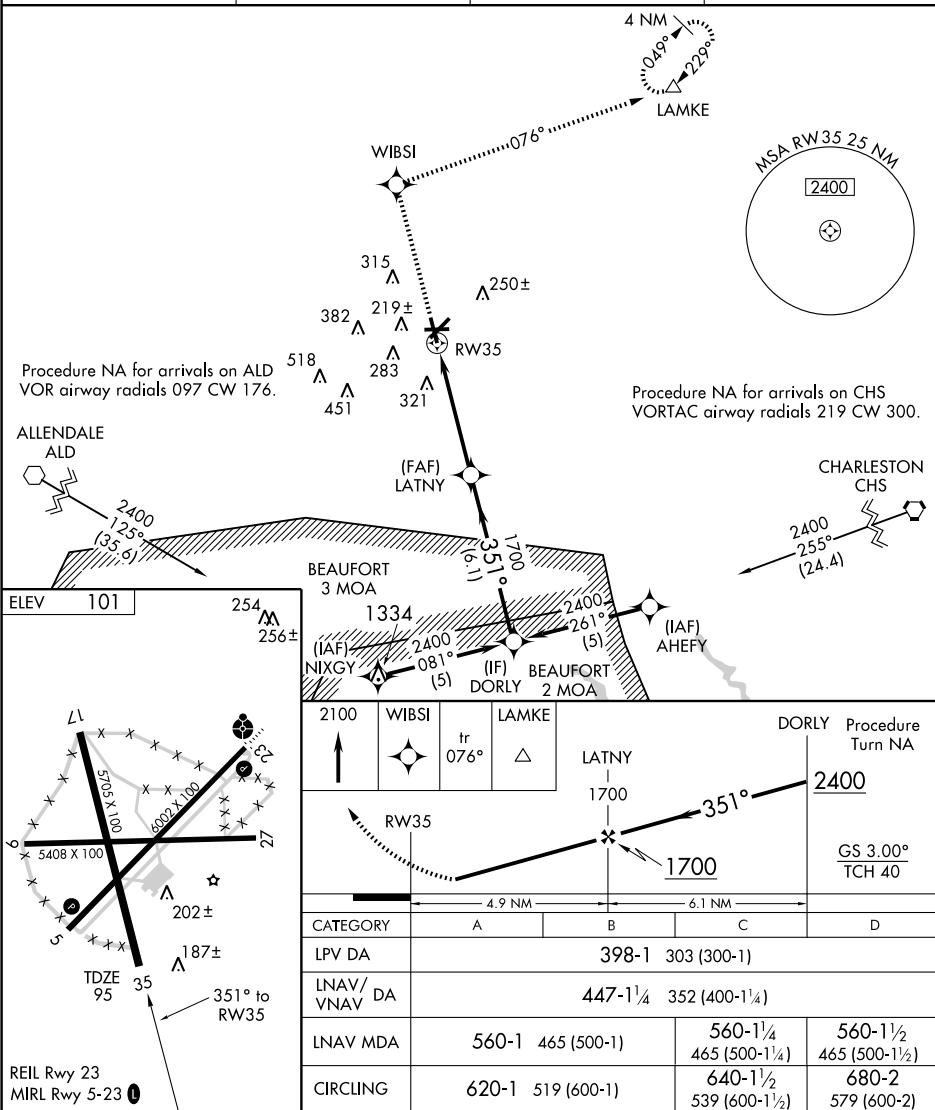
**RNAV (GPS) RWY 35**

WALTERBORO/ LOWCOUNTRY RGNL (R.B.W)

Straight-in minimums NA at night. When VGSI inop, Circling Rwy 5 NA at night. Baro-VNAV NA when using Charleston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston altimeter setting and increase LPV DA to 476, LNAV/VNAV DA to 525, and all MDA 80 feet; increase LPV all Cats visibility, LNAV/VNAV all Cats visibility, and LNAV Cats C and D visibility, and Circling Cat C visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 2100 direct WIBSI and via track 076° to LAMKE and hold.

|                              |  |                       |   |
|------------------------------|--|-----------------------|---|
| AWOS-3<br><b>118.725 221</b> | CHARLESTON APP CON<br><b>120.7 306.925</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF)</b>  |
|------------------------------|--|-----------------------|---|



WALTERBORO, SOUTH CAROLINA

Orig 11FEB10

WALTERBORO/LOWCOUNTRY RGNL (R.B.W)

32°55'N-80°38'W

**RNAV (GPS) RWY 35**

SE-2, 23 SEP 2010 to 21 OCT 2010

SE-2, 23 SEP 2010 to 21 OCT 2010

**WALTERBORO****LOWCOUNTRY RGNL**

(RBW) 2 NE UTC-5(-4DT) N32°55.26' W80°38.44'

101 B S4 FUEL 100LL, JET A NOTAM FILE AND

CHARLOTTE

RWY 05-23: H6002X100 (ASPH-CONC) S-26, D-75, 2S-95 MIRL

H-9B, 12G, L-24I

RWY 05: PAPI(P2L)—GA 4.0° TCH 50'. Tree.

RWY 23: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 45'. Tree.

RWY 17-35: H5705X100 (ASPH-CONC) S-17, D-40

RWY 17: Tree. RWY 35: Tree.

RWY 09-27: H5408X100 (ASPH-CONC) S-17, D-40

RWY 09: Tree. RWY 27: Tree.

**AIRPORT REMARKS:** Attended 1330-2300Z. 100LL self-svc fuel avbl 24 hrs. For after hrs svc call 843-549-2549. Parachute Jumping. Lgt'd water tank .98 miles from Rwy 09 thr on rwy centerline. Firing range between Rwy 17 and Rwy 09. Twys between Rwy 05, Rwy 09, Rwy 17 and Rwy 23 clsd due to washouts and potholes. MIRL Rwy 05-23, PAPI Rwy 05, Rwy 23 and ODALS Rwy 23 opr continuously via photocell from dusk until 0300Z then opr by pilot controlled lighting until dawn.

**WEATHER DATA SOURCES:** AWOS-3 118.725 (843) 538-3575.**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑧ CHARLESTON APP/DEP CON 120.7

GCO 121.725 (CHARLESTON CLNC)

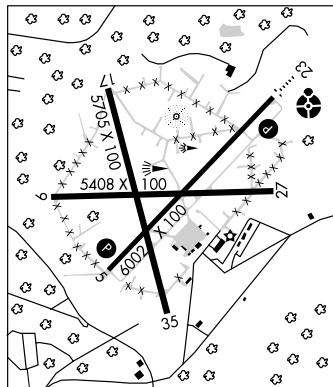
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 278° 30.5 NM to fld. 39/05W.

HIWAS.

WALTERBORO NDB (MHW) 221 RBW N32°55.55' W80°38.41' at fld. NOTAM FILE AND.

ILS/DME 110.15 I-RBW Chan 38 Rwy 23. DME unusable byd 15 NM

**WILLIAMSBURG RGNL**

(See KINGSTREE)

**WINNSBORO**

N34°18.87' W81°06.76' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 414 FDW at Fairfield Co.

L-24J, 25D

**WINNSBORO****FAIRFIELD CO**

(FDW) 3 SW UTC-5(-4DT) N34°18.93' W81°06.53'

CHARLOTTE

577 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-24J, 25D

RWY 04-22: H5003X100 (ASPH) S-42, D-60 MIRL 0.3% up SW

RWY 04: PAPI (P2L)—GA 3.0° TCH 26'. Tree. RWY 22: PAPI (P2L)—GA 3.0° TCH 30'. Tree.

**AIRPORT REMARKS:** Attended 1300-2300Z. For FBO call (803) 635-3086. Rwy 04-22 and twy pavements cracking byd sealing. MIRL Rwy 04-22 preset on low ints and PAPI Rwy 04 and 22 opr dusk-0400Z; to increase ints MIRL Rwy 04-22 ACTIVATE—CTAF. After 0400Z ACTIVATE MIRL Rwy 04-22 and PAPI Rwy 04 and 22—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.075 (803) 712-2577.**COMMUNICATIONS:** CTAF/UNICOM 123.05

⑧ COLUMBIA APP/DEP CON 133.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CAE.

COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44' W81°03.24' 356° 27.6 NM to fld. 400/02W.

WINNSBORO NDB (MHW) 414 FDW N34°18.87' W81°06.76' at fld. NOTAM FILE AND.

**WOODWARD FLD**

(See CAMDEN)

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>5003</b> |
| <b>043°</b> | TDZE     | <b>577</b>  |
|             | Apt Elev | <b>577</b>  |

**GPS RWY 4**

WINNSBORO/ FAIRFIELD COUNTY (FDW)

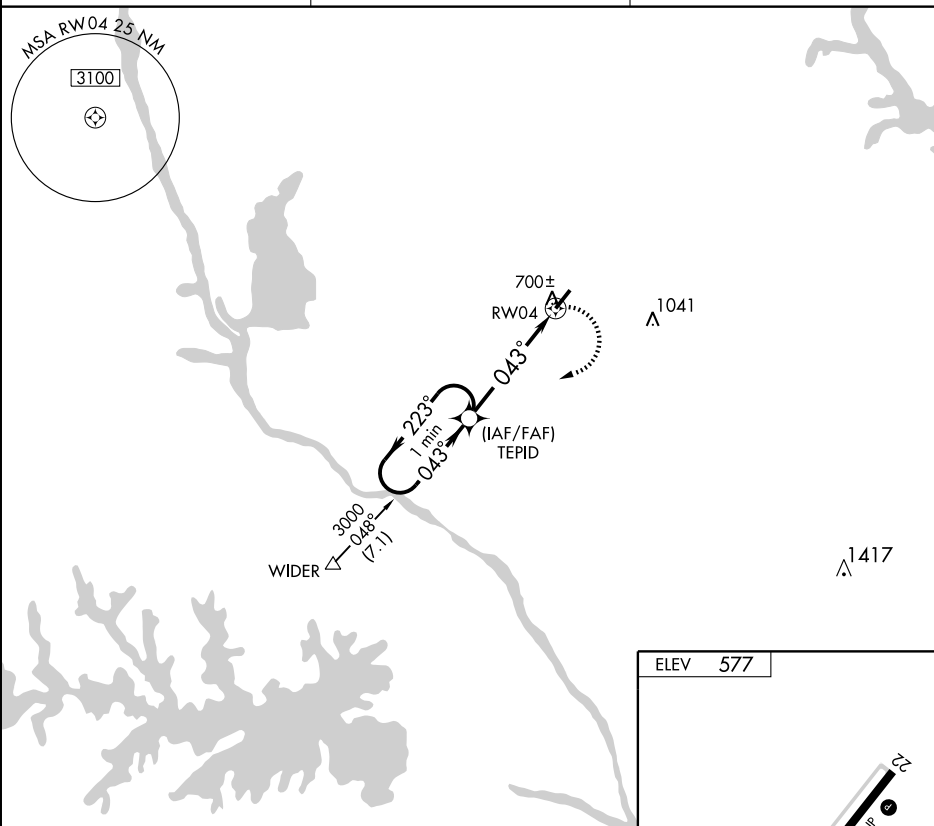
**NA** Use Columbia Metropolitan altimeter setting.

**MISSED APPROACH:** Climbing right turn to 2100 direct TEPID WP and hold.

AWOS-3  
**119.075**

COLUMBIA APP CON  
**133.4 285.6**

UNICOM  
**123.05 (CTAF)**



One Minute  
Holding Pattern

TEPID

2100

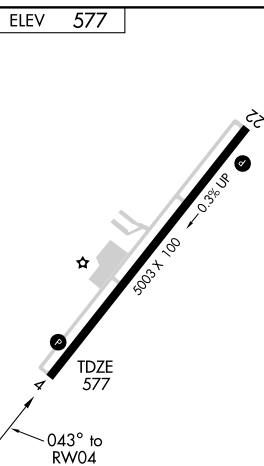
TEPID

2100 ← 223°  
043° →

RW04

5 NM

| CATEGORY | A                  | B | C                    | D                    |
|----------|--------------------|---|----------------------|----------------------|
| S-4      | 1060-1 483 (500-1) |   | 1060-1¼ 483 (500-1¼) | 1060-1½ 483 (500-1½) |
| CIRCLING | 1100-1 523 (600-1) |   | 1100-1½ 523 (600-1½) | 1160-2 583 (600-2)   |



MIRL Rwy 4-22

APP CRS **223°**  
Rwy Idg **5003**  
TDZE **574**  
Apt Elev **577**

GPS RWY 22

WINNSBORO/ FAIRFIELD COUNTY (F'DW)

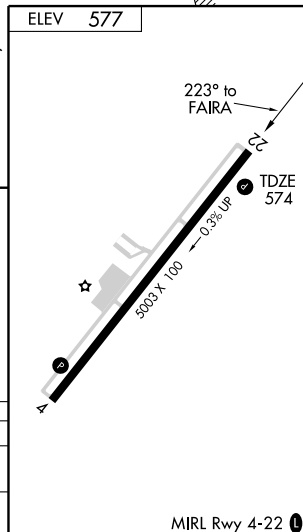
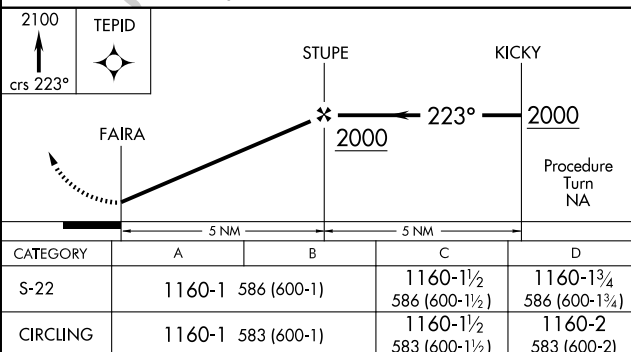
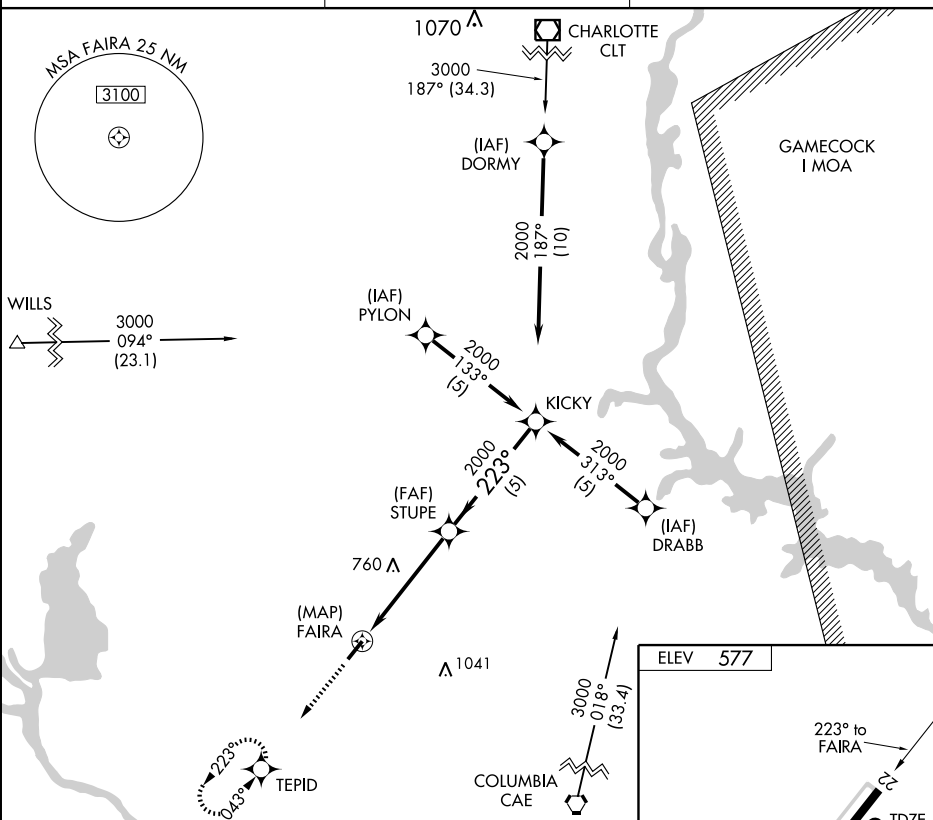
▲ NA Use Columbia Metropolitan altimeter setting.

MISSED APPROACH: Climb to 2100 via 223° course to TEPID WP and hold.

AWOS-3  
**119.075**

COLUMBIA APP CON  
**133.4 285.6**

UNICOM  
**123.05 (CTAF) 0**





|         |         |          |      |
|---------|---------|----------|------|
| NDB FDW | APP CRS | Rwy Idg  | 5003 |
| 414     | 033°    | TDZE     | 577  |
|         |         | Apr Elev | 577  |

NDB RWY 4

WINNSBORO/ FAIRFIELD COUNTY (FDW)

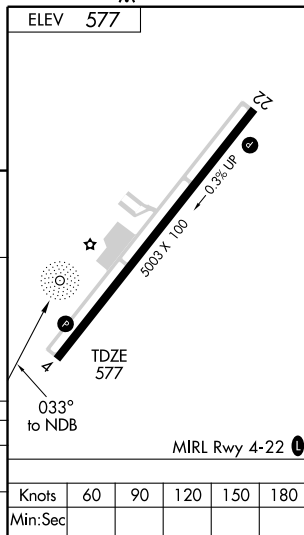
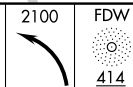
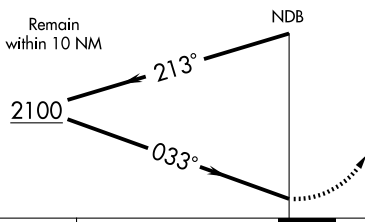
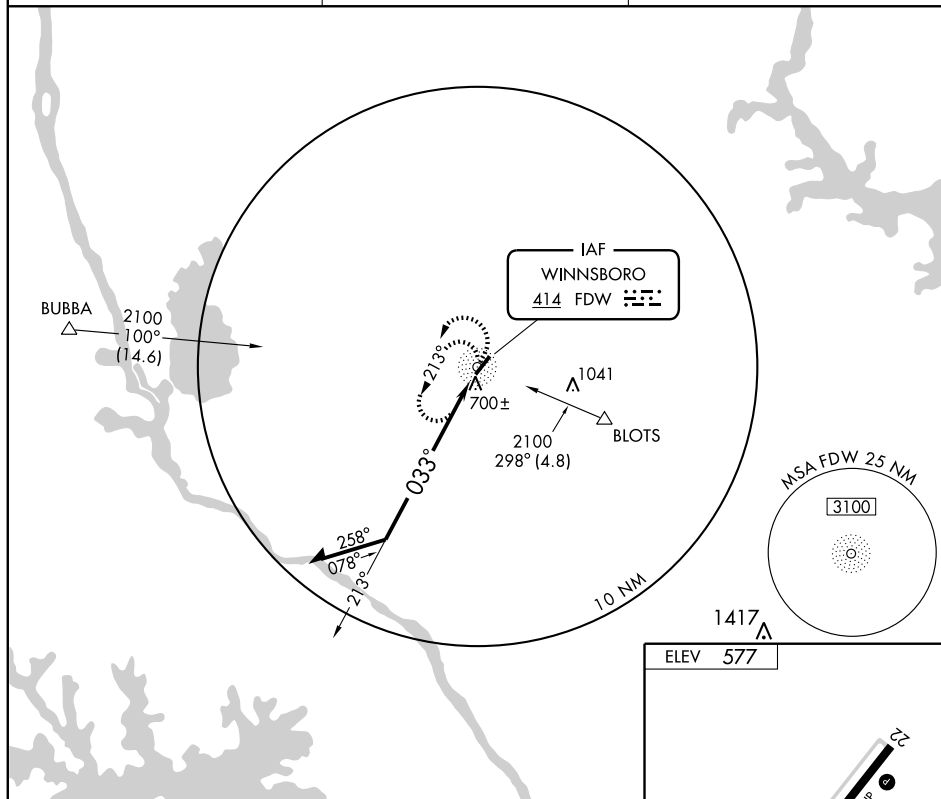
**▲ NA** Use Columbia altimeter setting.

MISSED APPROACH: Climbing left turn to 2100 in FDW NDB holding pattern.

AWOS-3  
119.075

COLUMBIA APP CON  
133.4 285.6

UNICOM  
123.05 (CTAF) **0**



| CATEGORY | A      | B           | C                       | D                       |
|----------|--------|-------------|-------------------------|-------------------------|
| S-4      | 1160-1 | 583 (600-1) | 1160-1½<br>583 (600-1½) | 1160-1¾<br>583 (600-1¾) |
| CIRCLING | 1160-1 | 583 (600-1) | 1160-1½<br>583 (600-1½) | 1160-2<br>583 (600-2)   |

|         |    |    |     |     |     |
|---------|----|----|-----|-----|-----|
| Knots   | 60 | 90 | 120 | 150 | 180 |
| Min:Sec |    |    |     |     |     |